

TO THE YUKON. THE ALL-CANADIAN ROUTE.

As time goes on the Yukon excitement increases, and everything points to a rush during the coming spring, the like of which the world has never seen. All classes of people in all countries of the world are affected by the craze. The Yukon rush differs from the California, the British Columbia and the Australian excitements in that, while they only attracted labor the Yukon is attracting capital as well. Besides, means of communication have been improved throughout the world since the last great rush so that news travels more quickly and people can reach approximately the scene of the excitement more easily than ever before. The congestion of traffic last season was what caused the utter break down of the means of transportation on the routes of travel which hitherto had been found suitable and sufficient for all requirements. That the same routes and means will be 10 times more overtaxed during the coming season is already self-evident, and therefore unless vast improvements are made in them or unless new avenues are opened up or availed of there will be a congestion which will practically block all travel. Although there are many schemes talked of for improving the passes, constructing alternative railway routes, or increasing the steamboat transportation on the Yukon, none of these can in the nature of things become accomplished facts in time to meet the rush of early spring. Everyone is trying to get in first. Therefore the great rush of the coming season will find things practically as they were last fall on all routes to the Yukon. The prospector therefore has to consider which route as it exists to-day offers him the best facilities for reaching his destination. There is no necessity for haste in reaching this decision. There are at least two months which may be employed in seeking the fullest information on the subject. The wild scramble of last fall in which men struck out blindly they knew not where and cared not how in the hope of getting through need not be repeated. There is a great deal more information now available as to the geology of the country, the locations of the actual workings and the value of those workings, as well as regarding the practicability and cost of the several routes, than was last fall. So that the prospector is in a position to sit down calmly and consider what part of the Yukon he especially desires to reach, and then what is the best route to take in order to reach the location of his choice. The known gold bearing area of the district is about 500 miles from southeast to northwest by 100 to 150 miles in width. But this is the only part which has been prospected and it is more than likely that the much greater area remaining unprospected is also richly gold bearing. As the only means of transportation in the Yukon district is by boat or pack horse it is important to the prospector that he should strike the Yukon as near as possible to the district which he desires to prospect, as 300 or 400 miles travelling by boat or pack horse in the Yukon is a much more serious affair than the same distance by Pullman car or steamer. As to the Klondike district, although that is the centre of the excitement, it goes without saying that all the good ground in that district was staked last summer. That point is only valuable to the new prospector now as an indication of what may be found elsewhere and of the conditions under which it may be found. When gold is found on any stream the tendency is to follow the stream to its source in order to find the richer deposits of the gold. Dr. Dawson sets this out very clearly in the report which he based on his exploration of the district in 1887. At that time only the bars on the large rivers were being worked. He advised the examination of the small creeks and gulches, and it was there that the Klondike finds were made.

PELLY RIVER.

The Pelly is the main stream of the Yukon and has long been known to be richly gold bearing; but the best gold bearing portions being a long distance up stream from the coast or other routes it has been very little worked. The Macmillan, a large northerly branch of the Pelly, is now known to be rich, as a few weeks ago news reached the outside world of a strike on it equal to the Klondike. In view of the fact that the Klondike diggings have all been staked, it will be necessary for the men going into the Yukon now to look up other ground, and there is no doubt that the upper waters of the Pelly and Macmillan offer the most promising field to the prospector. The distance from Edmonton to Pelly river overland is roughly 1,000 miles. Taking the other routes, this point is about 450 miles up stream from Dawson and 250 miles up stream from the site of Ft. Selkirk, where all the coast routes which converge on the Lewes river meet the Pelly. When these distances of up stream navigation from the coast routes to reach the Upper Pelly are taken into consideration they do not compete with the Edmonton route. The man who is going to the Upper Pelly is simply going away from where he wants to get by taking the coast routes. But the miner going to Dawson is as near that place and can reach it more easily from the point where the Edmonton route strikes the Pelly than he can from lake Lindeman or Teslin lake. Another consideration in favor of starting from Edmonton is that a man purchasing his own horses here will have the use of them after he gets to the Yukon to move about with and prospect, crossing if need be from the Pelly to the head waters of the Macmillan, the Stewart or the Peel; while the prospector who goes in from the coast having only a boat must stick to the streams, and, therefore, is not in a position to prospect as advantageously as the man with an outfit of pack horses.

SCIENTIFIC ASSURANCES.

Prof. G. M. Dawson, director of the Dominion Geological survey (in whose honor Dawson City is named) says in the official report of his examination of the Yukon country in 1887:

"Gold has also been found for a long distance up the Big Salmon river and on the Upper Pelly as far as it has been prospected. The Teslin-too, Big Salmon and Pelly have each already afforded some good paying ground." * * * "Mining can scarcely be said to have begun in that region more than five years ago, and the extent of country over which the gold has been found in greater or less quantity is already very great. Most of the prospecting has been confined to the banks and bars of the larger rivers, and it is only when their innumerable tributary streams begin to be closely searched that 'gulch diggings' like those of Dease, McDane and other streams in the Cassiar district, and possibly even on a par with Williams and Lightning creeks in Cariboo, will be found and worked."

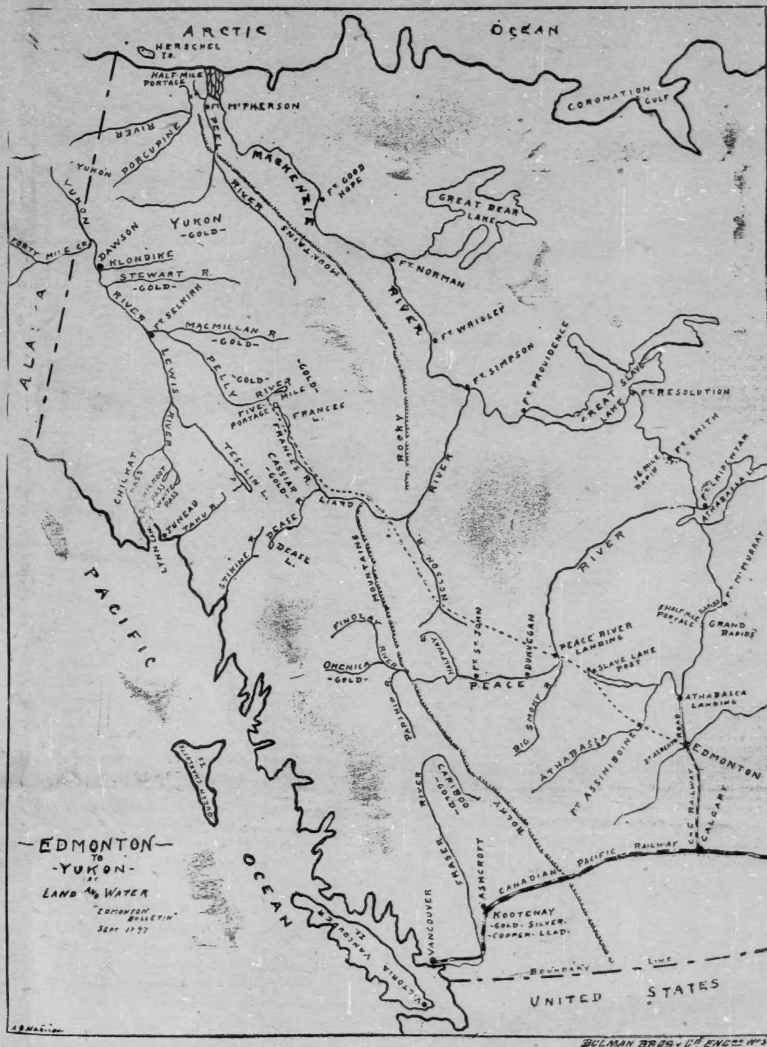
This prophecy, made 10 years ago, at a time when no one but the man who made it thought its realization possible, has been more than fulfilled in the case of Klondike, and gives weight to all the remarks made by Prof. Dawson (who is acknowledged to be the leading scientist of Canada, if not of America), on the Yukon district. He continues:

"The general result so far has been to prove that six large and long rivers, the Lewes, Teslin-too, Big Salmon, Pelly, Stewart and White, yield 'fine gold' along hundreds of miles of their lower courses. With the exception of the Lewes no part of the head waters of any of these have yet been prospected or even reached by the miners, and scarcely any of their innumerable tributaries have been examined. The developments made up to this time are sufficient to show that when means of access are improved, important bar mining will take place along all these main rivers, and there is every reason to anticipate that the result of the examination in detail of the smaller streams will be the discovery of much richer auriferous alluviums. Where these have been found and worked quartz mining will doubtless follow. The prospects for the utilization of this great mining field in the near future appears to me to be very promising."

If Prof. Dawson were using this language now it would be considered a bold attempt to create a boom; but when it is remembered that it was put in print 10 years ago as a result of a personal examination of the field by the Professor in his capacity as government geologist, and when very little exploration or work had been done, it has a value in view of the extraordinary manner in which it has been verified that must be admitted to be very great. It will be noted that the Professor lays special stress on the desirability of prospecting the smaller streams and the head waters of the rivers. As the Edmonton route leads most directly to the upper waters of the main stream of the Yukon, of whose likelihood to be richly gold bearing Prof. Dawson speaks so encouragingly, that is the route for the prospector looking for new fields to take. If he is not suited on the upper waters he can easily float down stream. But if disappointed on the lower waters it is a long and hard pull to get up stream to the head.

ALL GOLD BEARING.

Not only does the Pelly offer the most likely field for the prospector at the present time of the whole Yukon region, but the Liard, up the valley or waters of which the Edmonton route goes, is also known to be gold bearing. Gold was struck on the bars of the Liard west of where it passes the Rockies in 1872 by Thibert and McCulloch. They went on up the Liard and Dease rivers and struck the Cassiar diggings on Dease river and lake. From '73 to '87 these diggings yielded \$5,000,000. The miners and their supplies came in from the coast. During the height of the excitement men went on to the Liard and up the Frances, and found paying diggings, but the cost of getting in supplies by that route to the Upper Liard and Frances river was so great that the miners withdrew, leaving the richness of the region demonstrated and yet only very little prospected. The subsequent construction of the railway to Edmonton has furnished a new base of supply and materially altered the conditions. The Cassiar range of mountains lying northwest and southeast parallel to the course of the Liard on its southwesterly side, is no doubt the source of the gold. This range crosses the Dease a short distance below and north of the richest diggings. Prof. Dawson reports that \$10 nuggets were taken out of Sayyee creek, a small tributary of the Liard, on the northeast



side of the range by a party of miners who wintered there in 1875, but four of the miners died of scurvy and the creek was abandoned. Of the Liard, above the mouth of the Dease, Prof. Dawson says:

"The gravel bars and shores of this part of the Liard are almost half composed of rolled quartz pebbles. The quantity of such vein material present in this district may be regarded as a favorable indication in respect to mineral development. Some small bars have paid to work along this part of the river, and gold is also found in some layers of the gravel deposit which overlies the older rocks along the canon and above it, where wages at \$4 a day can be made. The amount of cover which it soon becomes necessary to remove in following the paying layers has prevented extensive mining, but probably these gravels might be advantageously worked as a whole by sluicing or by the hydraulic method."

Of Francis lake, Prof Dawson says:

"There is, too, a notable abundance of quartz along all the beaches of the lake, this material being derived from innumerable veins which traverse the schists in all directions, though most often found parallel to the bedding planes, and generally assuming forms more or less lenticular. The largest of these are often several feet in width, and those seen in the canon of the Finlayson near its mouth, are of workable dimensions if only moderately rich in gold. Specimens of quartz veins, containing some iron and copper pyrites, from the east side of the east arm about midway up on it, were found to contain traces of gold on assay by Mr. Hoffman, the government analyst."

"In general appearance the rocks of Frances lake very closely resemble those from which the rich placer gold deposits of Dease lake are derived, and they are probably of about the same age. Several 'colors' to the pan were obtained from surface gravel at the mouth of Finlayson river, which struck me as specially promising in aspect, and there seems to be no reason why some of the streams flowing across the schistose rocks into the lake or in its vicinity should not prove richly auriferous. This entire district well deserves careful prospecting."

After having reached the above conclusions, Prof. Dawson was told by two miners whom he met that they had made \$8 to \$9 a day at the mouth of the Finlayson, which empties into Frances lake and forms the connecting route to the Pelly.

Black river, which comes into the Liard from the south, west of the Rocky mountains and below the mouth of the Dease, has, on the authority of Prof. Dawson, been mined to some extent, yielding from \$6 to \$20 a day per man.

The Nelson, which joins the Liard east of the Rockies, was prospected near its head this season by J. Langlais, of St. Albert, and indicated fair pay.

The bars of the Peace in the vicinity of Ft. St. John have been mined for many years. Over \$1,000,000 has been taken out of the Omica diggings on the upper waters of the Peace, west of the mountains, and the region is still largely unprospected. Several wealthy companies are now putting in expensive sluicing works.

The Athabasca was mined extensively several years ago above and below where the Edmonton trail crosses, and the McLeod, which empties into the Athabasca from the southwest about 120 miles northwest of Edmonton, yields considerable gold every year.

The Saskatchewan, upon which Edmonton is situated, has been mined for many years and still yields from \$25,000 to \$50,000 per season in gold dust. Improved appliances are now being introduced and it is hoped this yield will be largely increased.

It is a peculiarity of the Edmonton route that from its commencement on the Saskatchewan it lies in gold bearing territory which increases in richness as the Yukon is approached. In such a distance there is a vast field for the profitable employment of labor and capital which is well worth careful investigation by the ordinary prospector as well as the trained expert.

(CONTINUED ON PAGE FOUR.)

BEAUTY

Even when but skin deep excites admiration, yet how gratifying to both the possessor and the admirer when such beauty is real. How carefully should this gift be guarded by the strict adherence to Nature's laws and the use of the purest toilet requisites.

FOR THE COMPLEXION

A good sponge, pure toilet soaps, and to counteract the effects of inclement weather our White Rose Glycerine Jelly.

FOR THE HAIR

The care of which is so important, Graydon's Hair Tonic is desirable.

FOR THE TEETH

Dentafom is indispensable, being an excellent preservative, possessing antiseptic properties sufficient to prevent the generation of disease germs in the mouth.

Find all at
Post. Office. Drug. Store
EDMONTON.

NEW ADVERTISEMENTS.

WANTED.
Electrician and joiner wanted. Capable of repairing small engine, staining and references.
ST. GEO. JELLET, Sec'y-Treas.
14-16

TENDERS FOR COAL.
Tenders will be received to the 27th December for the supply of coal for the Edmonton Protestant Public School District for 1900. Coal to be first class turnstone coal.
ST. GEO. JELLET, Sec'y-Treas.

NOTICE

Wanted tenders for carting all the machinery, tools and materials of every kind for a steamboat to be taken from the cars at Edmonton and to be delivered at a place to be pointed out at Athabasca Landing. Two pieces will weigh about 120 tons each, the balance will be light and easily handled.
Address
O. T. LEITCH,
St. Louis Park,
Minn.
14-15

NOTICE

It is hereby given that application will be made to the Parliament of Canada at the next session thereof for an Act to incorporate the Calgary and Edmonton Railway Company to extend the railway as to be constructed, through the Crow's Nest Pass, and to issue bonds upon such extension to purchase and acquire any steam or water already constructed in view of or for the purpose of making such connection, and to issue securities on the same from the line of the existing road of the company, to change the head office of the company from Montreal to Toronto, and for other purposes.
KINGSMILL, SAUNDERS & TORRANCE,
Solicitors for the Applicant.
14-31
Toronto, December 6th, 1897.

NOTICE

It is hereby given that an application will be made to the Parliament of Canada at the next session thereof for an Act to incorporate a company to construct, operate and maintain tramways for the carriage of passengers, goods and boats over the portages at Millar Canyon and White Horse rapids respectively, on the Lewis River, N. W. T., and to collect tolls and to construct and operate a cable car system, and to issue securities on the same from the line of the existing road of the company, to change the head office of the company from Montreal to Toronto, and for other purposes.
KINGSMILL, SAUNDERS & TORRANCE,
Solicitors for the Applicant.
14-31
Toronto, December 6th, 1897.

1897
Christmas Cheer!
- LAUDER'S -

At Lauder's Store you will get for the festive season

Oranges	Raisins	Pure Honey
Lemons	Currants	Maple Syrup
Grapes	Peels	Apple Cider
Apples	Figs	Apple Juice
Pears	Dates	Mince Meat
Fruit Cake	Plum Cake	Scotch Cake
Maderia Cake	Leed Cake	Xmas Cake
Honey in Comb		
Notes	Almonds	Walnuts
Filberts		
Fresh Oysters in Cans		
Xmas Tree Toys		
Bon Bons		
Xmas Tree Candles		
French Creams and Cakes		
motive		
Special cut made to Sunday School Entertainments.		
Be sure and get a piece of Holly for your Plum Pudding, also Mistletoe, at		

LAUDER'S
The Xmas Tree Outfitter.

Also a special Curling Broom. Just the Broom for Curling.

-BARGAINS-
-IN-

Groceries

As we intend closing out our Grocery business before spring and devote our whole attention to the Importation trade, will for the next thirty days sell the following lines at greatly reduced prices:

Coffee, Spices, Extracts
Celluloid Starch
Baking Powder, Boct Polish
Pearline, Stoneware
Brooms, Vinegar, Pickles
Soap, Etc.

Full line of New Groceries to choose from. Call on us and save money.
THOS. BELLAMY.

TELEGRAPHIC.

WINNIPEG, Dec. 16, '97.
General Sir Robert Gardiner is dead.
The Chicago produce exchange is to be dissolved.
Railway traffic was impeded by heavy rains at Seattle.
A line of snow locomotives is proposed for Yukon travel.
Sir William Maxwell, governor of the Gold Coast, is dead.
E. F. Hutchings has decided to run for Mayor of Winnipeg.
Great Britain will abide by the Paris award in Behring sea.
Samples of the new Canadian flag have been received at Ottawa.
Toronto city council request reduction to one cent on dry cleaners.
Regulations governing advertising on post cards are published.
Haytian cabinet resigned and a new government has been formed.
Spanish army officers are agitating against the United States.
Peterson, Tate & Co. are still trying to float their fast line scheme.
The Edmonton District Railway scheme has been floated in England.
The United States government will send 500 reindeer to Dawson City.
The boundary line between Ontario and Manitoba has been completed.
The United States senate has passed a bill prohibiting pelagic sealing.
General Westcott's brigade suffered severely on its march to Bara Valley.
There is a strong probability of a settlement of the British engineering strike.
Commander Wakeham says Hudson Straits are navigable for a short season.
Rev. John Gough Brick, at one time missionary in Peace river district, is dead.
It is suspected that the recent fire in London was of incendiary origin.
Theodore Durrant, the San Francisco murderer, is sentenced to die on Jan. 7th.
Important amendments to Yukon gold mining regulations have been decided upon.
Shareholders of the Farmers' Loan & Savings Company held a stormy meeting at Toronto.
The government will probably assist construction of Edmonton and Sticken routes to the Yukon.
Prof. Jordan condemns a congressman Johnson's proposed extermination of Behring Sea seals.
Application was made to the United States government to abolish the support of entry at Dya.
The establishment of a road to the Yukon via Prince Albert was discussed in the Territorial legislature.

MARKETS—YESTERDAY.

Wheat, 55c to 60c.
Oats, 25c, north side; 26c, south side.
The Bulletin was shown a telegram yesterday from the Ogilvie company offering 60c for No. 1 wheat on cars at Edmonton and 67c for No. 2, Winnipeg inspection.

WHEAT, Dec. 11.

At Winnipeg mills up to 81c. was paid for wheat.
New York, 97c.
Minneapolis, 91c.
Duluth, 90 1/8c.
Chicago, 104 1/2c.

MUNICIPAL ELECTIONS.

The following is the result of the voting on Monday:
COUNCILLORS.
McLeod, 86
Ross, 80
Picard, 80
Houston, 75
Jackson, 75
Humberstone, 74
Heimick, 60
Carpiery, 57
Total votes cast 146.
The first six names constitute the council for the coming year.
PUBLIC SCHOOL TRUSTEES.
A. Taylor, 68
Jas. Ross, 58
W. T. Henry, 53
The two first are the new members of the school board in the place of Messrs. McCauley and Lauder.

SELF DENIAL.

I wish to thank the people of Edmonton and country for the way in which they helped the Salvation army with their self denial effort this year.
Captain of Edmonton Corps.

TEACHER WANTED.

For Belmont School District, first or second class certificate, male or female. Applications to be in by the 28th inst. Apply, stating salary required, to
WM. STORIE,
Edmonton,
14-15

GO TO..

MRS. BUSH
For the latest in Millinery, Ladies' Blouses, Ready-made Wrappers and Children's Wear.

NORTH OF SCOTLAND CANADIAN MORTGAGE CO.
Money to Lend
On Improved Farm Property in Alberta, OSLER, HAMMOND & NANTON, Winnipeg, Managers.
C. S. LOTT, CALGARY, District Appraiser for Alberta.
For application forms and information, call on G. T. BRAGG, EDMONTON.
13-39

..Xmas. Presents..
We have them. A hundred different articles to choose from. Do not cost you much either.

H. Astley's Store
For Groceries of all kinds, also Christmas Fruits, Currants, Raisins, Evap. Apples, Citron, Orange and Lemon Peel, Spices, Extracts, etc.
We would recommend everyone to give Ceylon, Indian and Japan Tea a trial. Prices 20c, 30c, 35c, 40c and 50c per pound.
Buy your Flour from us and save money. Fort Saskatchewan and Edmonton Flour of all grades always on hand. Call and get our prices before buying elsewhere.
Best prices paid for Butter and Eggs.
NAME OVER THE DOOR.
H. ASTLEY'S GROCERY
Flour, Feed, Provision Store
Telephone in connection. Free and prompt delivery

News from Santa Claus
G. H. L. Bossange
Has received from
THE OLD CHAP
a large assortment of Toys and Fancy Goods, the prettiest lot of Presents which have ever
REACHED EDMONTON.
Bear in mind that he has you all on his list.
CANT GET OUT OF IT.
It is only once a year. Make the youngsters
.. HAPPY ..
Come early; get the best pick and avoid the rush.

Birch Wanted!
Wanted at once 10,000 feet of Birch in logs or boards. Small or large lots accepted.
CITY CARRIAGE WORKS,
Edmonton.

COAL!
Of first class quality \$2.50 per ton Cash on delivery.
WM. HUMBERSTONE.

Money to Loan.
Private funds to loan on good farm security. Apply to
H. C. TAYLOR,
Barrister, Etc., Edmonton, Alta.

NOTICE!
Having learned that persons are offering inferior coal for sale and representing it to be the output of my mine, I hereby warn the public against accepting such coal. All coal from my mine is accompanied by a certificate to that effect. Orders may be left with J. K. Macdonald at the BELLAIR office.
FRANK SMITH,
Manager Sturgeon mine.

NOTICE.
Application will be made to the Parliament of Canada during its next session, for an Act to incorporate a company to construct a railway from Victoria, British Columbia, to Winnipeg, Manitoba, via Lake Inlet, Cariboo, Edmonton and Prince Albert, with a branch line through the Cassiar and Yukon districts, and a branch down the valley of the Peace, Columbia and Kootenay rivers to the 46th parallel of latitude, with power to purchase, lease, amalgamate or make arrangements with existing lines or companies on the line of the proposed railway or connecting therewith.
Montreal, 10th November, 1897. 6-31

NOTICE!
Notice is hereby given that at the next ensuing session of the Dominion Parliament application will be made for the revival of the charter of the Saskatchewan Railway and Mining Co., Chap. 73, 54 and 55 Vic.; and for a revision of its Board of Provisional Directors; also for an amendment thereto giving the right to construct a branch line from or near Saskatoon, eastward via Humboldt and westward from the same point on the starting via Battleford and Fort Saskatchewan to the Peace River Head of the Peace River, Battleford, Bute or Deane Inlet, B. C. And also northward from the same point, crossing the North Saskatchewan river to Green Lake, thence via Beaver river valley, Lake Superior, Fort Chipewyan, Fort Francis and the Peace and Yukon river valleys to Dawson City.

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MISCELLANEOUS.

WANTED.
Good general servant by 1st January. Apply to
MISS. H. C. WILSON.
11-16

WANTED.
Man and wife to work at Drift hotel, Wetaskiwin, cook and helper respectively. Apply to
F. B. BOYF,
Wetaskiwin.

ESTRAY.
A band of 45 or 50 horses, all branded H. Lost about a year from Fort Lake (Manitoba). A reward of \$2.00 per head will be paid for every horse returned to
FRANK BIBBES,
Manitoba.

TENDERS WANTED
Tenders will be received within the next ten days for the taking out and rafting down to Fraser's Mills of about 400,000 feet of logs. Apply to
D. R. FRASER.
11-16

LOST.
A sack containing clothing, etc. between Edmonton and South Edmonton on lower ferry. If returned to the owner it will be paid for return to the owner at BELLEVILLE office.
10-16

ESTRAYS.
One Polled-Angus bull, all black, three years old, ring in nose. Two yearling cow and bull, branded on right shoulder. Suitable reward will be paid for information leading to their recovery.
10-15
K. CAREY, Edmonton.

ESTRAY.
One to the premises of the undersigned one Polled-Angus bull, about three years old, with ring in nose.
D. LAMOREUX,
32-54-23, six miles west of Fort Saskatchewan.

WANTED.
Experienced servant to do general housework. Apply to
MRS. E. C. EMERY, Edmonton.

TEACHER WANTED.
For St. Leon School district, with first or second class certificate. Services to commence about 15th October. Apply, stating salary required, to
PATRICK KELLY, Edmonton.

FOR SALE.
House and lot on Fraser avenue. For particulars apply to
W. S. EDMISTON.

FOR SALE.
Driving mare and colt, set of light single harness, buggy and cutter, complete and in good order. A bargain. Apply to BELLEVILLE Office.

ESTRAY.
Came to the premises of T. Allan, Belmont, one red and white steer calf, short tail, no brand. Owner is required to reclaim same, pay expenses and take away.
12-17

TEACHER WANTED.
For Bon Accord School District, near New Lemoine P. O. Second class certificate; male or female. Duties to commence Feb. 1st, 1898. Apply, stating salary required, to
C. G. CROAT, South Edmonton P. O.

NOTICE
It is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company to construct, maintain and operate a railway or tramway from the head of Mile's canon to the foot of the White Horse Rapids, on the Lewis River, in the Northwest Territory. Also to acquire lands, bonuses or other aid from the Government of Canada.
GEO. F. KIDD,
Solicitor for Applicants.
Ottawa, Ont., Dec. 9, 1897.

NOTICE
It is hereby given that application will be made to the Parliament of Canada at its next session for an Act to enable the said company to carry out the provisions of the Act of the Parliament of Canada, and to consolidate, define and declare its liabilities, obligations and powers.
Dated at Toronto, Dec. 1st, 1897.
E. T. MALONE,
Solicitor for Applicants.

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Notice is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company with power to construct, equip, operate and maintain either standard or narrow gauge, or both, and to carry on a general transportation business; and with power to erect, operate and maintain telegraph and telephone lines in connection with the said railway and branches, and to acquire water rights and to generate electricity for the supply of light, heat and power, and with power to expropriate lands for the purposes of the company, and to acquire lands, bonuses, privileges or other aid from any government or persons or bodies corporate, and to make traffic or other arrangements with railways, steamships or other companies, or with power to build wagon roads to be used in the construction of such railway, or in the transport of goods, or to carry out the provisions of the Act of the Parliament of Canada, and to consolidate, define and declare its liabilities, obligations and powers.
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KLONDYKE KLOTHING HOUSE

Parties going North will find it to their advantage to see our offerings before buying their outfits of Clothing, Boots & Shoes.

We only sell articles of wear, and endeavor to get and give the best value for money. We do business for Cash, and on the basis of "Small Profits, and Quick Returns." Goods guaranteed as represented and one price to all.

Inspect our stock and compare prices.

CLOTHING.

Heavy Mackinaw Suits,	\$7 50	\$9 00
Heavy Duck Suits (Mackinaw lined)	10 00	10 00
Heavy Freize Suits (Moleskin lined)	10 00	10 00
Best Corduroy Suits,	12 50	12 50
Heavy Duck Overalls,	1 50	1 50
Heavy Duck Overalls, lined,	2 50	2 50
California Jean Pants,	1 25	1 25
California Jean Coats,	1 25	1 25
Mackinaw Pants,	3 00	3 00
Corduroy Pants,	3 00	3 00
Leather Coats (Corduroy lined)	7 50	7 50
Leather Coat (Sheepskin lined)	10 00	10 00
Duck Coats, reversible,	6 00	6 00
Fur Coats,	\$18 00 to \$40 00	

FURNISHINGS.

Heavy Ribbed Underclothing,	per suit, \$1 50 and \$2 50
Heavy Ribbed Underclothing, (Scotch)	per suit, 4 00 and 5 00
Arctic Underclothing,	per suit, 1 50 and 2 50
Silk Underclothing,	per suit, \$12 50 and 15 00
Mackinaw Shirts, ribbed Collar and Cuffs,	3 00 and 3 50
Moleskin Shirts,	1 00 and 1 35
Tweed Flannel Shirts,	1 25 and 2 00
Heavy Ribbed Sweaters,	
Heavy Wool Socks,	per pair, 20c, 25c, 30c, and 50c
German Duffle Socks,	per pair, 75c and \$1 00
Woolen Mitts,	per pair, 20c, 25c and 50c
Woolen Gloves,	per pair, \$1 50
Buckskin Gloves, (lined)	per pair, \$1 50 and 2 00
Calfskin Gloves, (unlined)	per pair, 75c and 1 00
Horsehide Gloves, (unlined)	per pair, 75c and 1 00
Horsehide Gloves, (lined)	per pair, 1 00 and 1 50
Buckskin Mitts,	per pair, 1 25 and 1 50
Wool Whistlets,	per pair, 25c and 35c
Storm Hood,	\$2 50 and 3 00
Silk Mufflers,	1 50 and 2 50
Cloth Caps,	25c, 50c, 75c and 1 00
Fur Caps,	\$1 50, \$2 50, \$3 50 and 4 50

BOOTS AND SHOES.

Miners' Split Shoes,	\$2 50
Miners' Kip Shoes,	3 50
Miners' Milwaukee Calf Shoes,	4 25
Miners' Prospecting Boots, high cut,	5 00
Miners' Boots, (long leg)	4 00
Miners' Knee Rubber Boots,	6 00 and 4 00
Miners' Hip Rubber Boots, snag proof,	5 00 and 6 00
Miners' Hip Rubber Boots, leather sole, nailed,	7 50
Moose Skin Moccasins,	1 00
Moose Skin Moccasins, sinew sewn,	1 50
Calf Skin Moccasins, fur lined,	1 75
Dolge Felt Shoes, frost proof,	4 50 and 5 50

EXTRAS.

Blankets, 8, 10 and 12 pounds,	\$4 00, \$5 00, \$6 00, \$7 00 and \$8 00
Sleeping Bags,	\$5 00 to \$25 00
Sleeping Trunks,	50c and 75c

We have everything and anything you need in this line and at prices pleasing and profitable to the purchasers.

GOOD GOODS OUR SPECIALTY.

W. T. HENRY & CO.

HUMBERSTONE BLOCK,

EDMONTON,

N. W. T.

AT FORT SIMPSON.

The BULLETIN has received the following letter from F. A. Hardisty, of the Segers party, bound for the Yukon. It is dated Ft. Simpson, Sept. 17th 1897.

For the benefit of those I promised to write to, I cannot do better, as time will not allow me to write to all, than write them through the columns of your very valuable paper.

As I write this letter the bright sun is shining in at the window and it is a most beautiful day; the temperature perfect. All the Edmonton party who left about the same time as we did are here, and all in good health and spirits.

On leaving the Athabasca Landing on Aug. 18th, we had a successful run to Grand Rapids in two days. We drifted at night. Here we caught Stephen, Colin Fraser, Connors, Jenner, Bess, and Wright and Pelly, who had left five days ahead of us. They left here the day we arrived. We were a day and a half posting our outfit. From there we had a good run to Lake Athabasca. We again came up to Stephen and party a few miles below Red river, and passed them at night while we were drifting. (Next morning they came up with us and we have all been together off and on ever since. We made the trip from Athabasca Landing to Chipewyan in 8 days travel. Here we exchanged our two boats for one large boat from Colin Fraser. From Athabasca lake to Smith landing occupied two and a half days. We employed Jose Beaulieu to guide us through the rapids, and I would advise all who may intend to come through this way to engage him for these rapids, as he is a good reliable man. Here also we were initiated into the pleasant task of carrying not more than our physical strength would allow us; though I must say that the youngsters did very well indeed, and none shirked their duty. It took us just three days from Smith landing to the Fort, about 20 miles. Here the greatest gold fortune awaited us. The H. B. Steamer Wrigley, which was laying here awaiting the arrival of Chief Factor Cammell, who was at Chipewyan, kindly offered to take us in tow as far as Simpson for a small consideration. Of course we all agreed, only too happy to avail ourselves of this grand opportunity; and tow us they did, five boats right through to Simpson.

We had very rainy and windy weather from Chipewyan to Ft. Providence on Mackenzie river (which is by the way the grandest river in the world in my estimation). We leave here to-morrow morning for Peel river. Some of the other party are undecided as to which route they will take from here. Some are going up the Liard river; some up the Gravel river. I am afraid they will regret the move they are making. Pilon and his outfit are just 10 days ahead of us. We will likely pass them down the river, and so end all vicissitudes.

The outfit which James Shand is with, and who were reported to be lost on Slave lake, have turned up. C. K. and went up the Liard about three weeks ago. They were with a few weeks regarding the route between here and Edmonton: At Grand Rapids a fairly good tramway could be built for \$500. At Smith landing another could be built either across the 16 mile portage, or three short tramways of the rapids; one about 350 yards, the other about 900 yards, and the Mountain portage, which is simply up and down a sand hill about 150 feet high, which could be easily blasted out and made level, and then would hardly require a tramway. The two short portages mentioned can be made almost without any grading and are very level, over solid rock. These two portages would cost probably about \$1,000 to build. The Mountain portage could be easily levelled at a nominal cost, and from here on the water communication is unbroken for 1,200 miles. As regards the Hudson's Bay Co. I must here on behalf of our party, thank the officers and clerks of the company. They have been kindness itself. They have assisted us by every means in their power, and special mention must be made of Mr. Cammell, of Mackenzie district, who has done everything in his power to forward us to our destination; and also for the very reliable and important information he has given us. To fact, his thorough knowledge of this northern country simply dwarfs into insignificance all the blue books that are printed in Ottawa, and Mr. Cammell has earned the good will and respect of all the Edmonton contingent. We all leave here with best wishes for their future prosperity.

All the several parties are in good health, and in fact nearly all have gained in weight, except our humble servant. You will not hear from us again until next May or June, by which time I expect we will be in the mining region. I would like to say a great deal more, but time will not permit. Remembrance from party to all friends, and be sure and advise this water route, as it is the simplest and easiest and best. By all means, if received, I am satisfied, we are travelling the right one. Everybody who knows tells us we are on the best and easiest route to the Yukon. We expect to be in winter quarters by the first week in October. We will build two long, narrow boats on the other side of Rat river portage, on Bell lake. We only decide there which of two routes we will take—up to the head waters of the Porcupine, or down the Porcupine and up the Yukon. Probably the first mentioned, as I am told by one who knows that the Upper Porcupine is a very good river to travel on with boats. I will be busy with our outfit this winter freighting by dog trains, and so end all vicissitudes. Once more good bye and kind regards to all.

F. ALLAN HARDISTY.
P. S. - I am writing this letter within a few feet of the place where I was born. [Mr. F. A. Hardisty is a son of the late H. B. chief factor, William Hardisty, who was for many years the officer in charge of Mackenzie river district, and resided at Simpson.]

TAKEN THE MACKENZIE ROUTE.

Joe Shand and McVigue, of Edmonton, and N. Atkinson and P. de Wolf, of Pine Lake, Alberta, left Edmonton on June 9th and the Landing on June 19th. Left Fort Simpson to go up the Liard river about August 25th.

B. Pilon, Israel Lamoureux, Louis Lamoureux, E. St. Jean, and M. Verrault, of Fort Saskatchewan, left Edmonton about July 15th, and the Landing about July 28th. They passed Fort Simpson on their way down the Mackenzie about Sept. 5th.

W. R. Howey, Thomas H. Stephen, H. Woodward, A. Gibney, A. E. Lee and Geo. Purches, of Edmonton, left Edmonton on Aug. 5th, and the Landing about Aug. 13th. Reached Fort Simpson on Sept. 15th, and started up the Liard on Sept. 18th.

Fred and Hal Jenner, A. S. Weeks and A. E. Schaefer, of South Edmonton, left the Landing about Aug. 15th. Reached Fort Simpson on Sept. 15th and went up Liard river on Sept. 18th.

Wright and Pollock of Vernon, B. C., left Edmonton about August 12th. They reached Fort Simpson on Sept. 15th, and started up the Liard on Sept. 18th.

Capt. Segers, F. A. Hardisty, E. A. McNeill, F. G. Taylor, F. M. Robertson, W. D. Matheson, M. Sutherland, A. Adamson and Dan Carey and son, of Edmonton, and Dr. Macdonald, of Calgary, left the Landing on Aug. 18th and reached Fort Simpson on Sept. 13th. They went on down the Mackenzie to Peel river on Sept. 13th.

W. J. Graham and S. Schriever, of Edmonton, — Menely and another of Saint Ste. Marie, left Edmonton about August 18th, and reached Fort Simpson on Sept. 15th.

A. C. Brabant, Callitt and another man left Fort Smith about Sept. 1st, and reached Fort Simpson on Sept. 15th. Went up the Liard on Sept. 18th. J. Horsfall and — Bain, of Winnipeg, left Edmonton about Aug. 15th for Peel river. Had passed Resolution about the end of September.

Geo. Esh, L. Kriegerbocker, J. Allen and Frank Wihart, of Duluth, and A. Thompson, of Calgary, left Edmonton for the Landing about Aug. 18th. Had passed Resolution about the end of September.

W. A. Foster, G. H. Hough, E. E. Brown, P. Bellemare, and Chas. Hall, of Duluth, left Edmonton for the Landing about Aug. 18th. Route turned back from Chipewyan. But the remainder of the party passed Resolution about the end of September.

G. Rouse, A. Holmes, J. F. Moody, Geo. Fraser, and C. J. Smith, of Fresno, California, left Edmonton for the Landing about Aug. 18th. They passed Resolution about the end of September.

Maurice Pamel, Chas. W. Brown, J. F. Fisher, J. D. Deslauriers, W. M. Dobbin, W. S. Stanhouse and Geo. Hanson, of Montreal, left Edmonton for the Landing about Aug. 18th. They passed Resolution in the latter end of September.

A. R. Moffat, D. McPhee, E. Irving and J. A. Ritchie, of Pembroke, Ont., left for the Landing on Aug. 25th. They passed Resolution early in October.

W. F. Langworthy, F. H. Braine, Geo. Woolley, A. M. Watt and W. Marks, of Fort Saskatchewan, left for the Landing about Aug. 20th. They are wintering at Resolution.

J. Milvain and J. Garnett, of Emmer Creek, left for the Landing on Aug. 28th. They are wintering at Resolution.

Arthur and Chas. Griffin, Ernest Crabbe and Forbes Grant, of Edmonton, and Neil Marshall, of Sarnia, left for the Landing on Aug. 30th. They are wintering at Resolution.

L. Wermoltz, R. M. Springer, E. Back, H. D. Card, Ed. Chabon, A. C. Craig, Mrs. Craig, G. Schillerstein, T. C. Hare, J. McLean, J. H. Cannon, J.

Pieroi, J. Warke, L. Graham, Chicago, left for the Landing on Sept. 1st. They reached Resolution on Oct. 12th, and with the exception of Wermoltz and Back, who returned to take another party in the spring, are wintering there.

C. A. Kemp and P. C. Kennedy, of Montreal, left for the Landing about Sept. 12th. They are wintering at Resolution.

R. A. McKenzie, D. McKenzie and E. H. Reid, of Beaver lake, and A. McDonald, of Mattoon, Illinois, left for the Landing about Sept. 17th. They are wintering at Chipewyan.

J. H. Hyatt, N. C. Devall and G. N. Dickeman, of Great Falls, Montana, left for the Landing about Sept. 12th. They intended to prospect near Grand Rapids, of the Athabasca and are wintering there.

R. C. Howell and three others of Butte, Montana, left Edmonton about Sept. 15th, and are wintering at Grand Rapids.

R. H. Witherspoon, J. E. Enright, Ted Merriweather, W. H. Best, T. C. Stevens, and M. Liebman, of Chicago, left for the Landing on Sept. 23rd. They are wintering at Grand Rapids, about 250 miles north of Edmonton, 164 miles north of the Landing, and 60 miles southwest of McMurray. Merriweather, of this party, returned, having hired two men of the Howell party to bring him up the river. The men who brought him up returned to Grand Rapids.

J. Sejersted, K. Falkenberg and R. Mohen, of Chicago, left for the Landing about Oct. 1st. They are wintering at Grand Rapids.

H. Heider, Chas. Wilson, John Greene, John Lancaster, Frank Reif, Andrew Greene, Chicago, left for the Landing on Oct. 20th, and are wintering at Pelican rapids.

D. A. Ferguson, J. E. Murray and E. W. Smallwood left for the Landing on Oct. 25th. As the river was about closing they went into winter quarters a few miles below the Landing. Smallwood came out for the winter.

E. L. Bell and E. O. Reed, of Calgary, left for the Landing about Sept. 9th. They had two heavily laden canoes, and striking a rock in Pelican rapids their canoes upset and the cargoes were lost in the river. They are wintering there and will have to come back for a new outfit in the spring.

E. L. Harris, W. Patterson, J. Devine, E. Perry, S. Ellis and R. Hunter, of Hamilton, Ont., who left Edmonton about Aug. 21st, took the wrong channel, at Grand Rapids. The boat struck a rock and Patterson was thrown out and drowned. The boat and cargo were saved, but the party gave up the trip.

The foregoing were the only two serious accidents reported.

THE ONLY GENUINE Klondike Flat Sleigh

Manufactured in Alberta, also JUMPERS of all styles and sizes at the City Carriage Works. We have complete transport outfit for winter travel and will furnish you with Flat Sleighs and Harness complete in every detail.

CITY CARRIAGE WORKS, JOHN KELLY, PROPRIETOR.

YUKON

Buy a complete Map and Supply List of the Edmonton Route from us for 10c, and

YUKONT

Buy a complete Trough, Flat Sleigh, or Boat except through us.

GAIRDNER & HARRISON, sole agents for the Yukon Bureau of Information, report and of the Yukon, Edmonton, Alberta.

READ THIS.

GO TO MATHERS

And get a Souvenir of the Edmonton District, containing TWENTY-ONE VIEWS for 75 cents, or for \$1.25 get two Souvenirs—one of Edmonton and one of the Queen's Diamond Jubilee. We have also "Photographic" Xmas Cards for 25c and 35c, representing "Pack Horse in Muskogee," "Dog Teams," "Bucking Bronchos," "Horses with Flat Sleighs bound for Klondike," "The Klondike Rush," "Home of the Redman," etc., etc. Cards \$2.50 and \$3.00, assorted.

C. W. MATHERS.

The Yukon Trail

MCDUGALL & SECORD'S

GUIDE

GOLD FIELDS

HOW TO GET THERE.

WHAT TO TAKE.

WHERE TO GET IT.

Full of information. Sent free on application.

MCDUGALL & SECORD, Edmonton.

For Klondikers

Boats at Athabasca Landing

On hand or to order.

Any style from one to ten tons, with or without sail, best boats.

Prices on application. Send orders early.

WOODS & MCNEIL, Edmonton, Alta.

Edmonton Agents: Gairdner & Harrison.

Pigs Wanted

The Edmonton Pork Packing Co. are now buying live pigs delivered at their curing

houses (Donald Ross' old hotel). The highest market price paid.

W. S. EDMISTON, 317 of railway.

Manager.

Yukon

You can save Gold by buying your supplies at

Gariepy & Chenier GENERAL... MERCHANTS

Dealers in Staple Dry Goods, Boots & Shoes, Groceries, Flour, Grain, Provisions, Wall Paper, Crockery, Etc.

Sturgeon Coal

Quality unsurpassed, and the best on the market. Delivered in town \$2.50 per ton; at mine \$1.00. The Sturgeon Mines.

Cash delivery.

lapi FRANK SMITH, Manager.

Telephone S. Moran FOR COAL

At \$2.50 per ton. Cash on delivery.

S. MORAN, Edmonton.

Barley Wanted.

Highest cash market price paid for good Maltng Barley at the South Edmonton Brewery.

NOTICE.

J. Gainer, South Edmonton, is now prepared to buy, Beef, Pork, Mutton and Poultry, for the highest cash price.

NOTICE.

Notice is hereby given that application will be made to the Parliament of Canada at the next session for an Act of Amendment to the Pacific Railway Act, for the purpose of constructing and operating a railway and waterway from a point on or near the boundary line between Canada and the United States or near the Lynn Creek or north thereof, by way of Lake Arrell, British Columbia, to the Sarnia and Lake Erie, and thence to Fort Snelling, in the North-West Territory of Canada; with power to vary the route should further surveys of the Company prove it to be advisable; with power to construct docks, wharves, bridges and other works to build and operate steamships, and steamboats, and telegraph lines, and to receive from the Government of Canada or other corporations or persons, concessions of lands, timber limits, mineral rights, waters, guaranteed and other privileges and aid in the construction of the works of the said Company, and with power to make contracts and arrangements with other railways, navigation and trading companies; with power also to take and use water for generating electricity and to transmit and dispose of the power therefrom for lighting, heating and motive purposes; also to carry on a general trading business, and to establish and maintain stores and trading posts, also sawmilling and general mining and quarrying business, including the erection of saw mills, smelters and concentrators.

R. D. MISHKIN, Agent.

GEMILL & MAY, Ottawa Agents.

Dated at Montreal this 20th day of October, 1897.

NOTICE

It is hereby given that application will be made to the Parliament of Canada at the next session for an Act of Amendment to the Pacific Railway Act, for the purpose of constructing and operating a railway and waterway from a point on or near the boundary line between Canada and the United States or near the Lynn Creek or north thereof, by way of Lake Arrell, British Columbia, to the Sarnia and Lake Erie, and thence to Fort Snelling, in the North-West Territory of Canada; with power to vary the route should further surveys of the Company prove it to be advisable; with power to construct docks, wharves, bridges and other works to build and operate steamships, and steamboats, and telegraph lines, and to receive from the Government of Canada or other corporations or persons, concessions of lands, timber limits, mineral rights, waters, guaranteed and other privileges and aid in the construction of the works of the said Company, and with power to make contracts and arrangements with other railways, navigation and trading companies; with power also to take and use water for generating electricity and to transmit and dispose of the power therefrom for lighting, heating and motive purposes; also to carry on a general trading business, and to establish and maintain stores and trading posts, also sawmilling and general mining and quarrying business, including the erection of saw mills, smelters and concentrators.

Dated at Ottawa this 10th day of November, 1897.

DAVID D. DUFFY, Solicitor for the Hudson's Bay and Pacific Railways Co.

13 1/2

St. Albert

— TO THE —

- Yukon -

ST. ALBERT

Is a good business town 9 miles north-west of Edmonton, directly on the road to the Great Gold Fields of the Peace, Liard and Pelly rivers and beyond. There are several large establishments here, including Stores, Butchers, Hotels, Blacksmiths and Freighters. Intending Gold-seekers are advised to come here, for living is cheap, reliable information from the natives of the country may be had for nothing, and this is the last outfitting point for the Klondyke. Packhorses to any number can be bought here cheap, and encampments with abundance of wood and water are to be found everywhere.

H. W. McKenney

YUKON OUTFITTER,

And Mammoth Wholesale and Retail General Store,

ST. ALBERT, N. W. T.

Dry-Goods,

Clothing,

Mitts, Gloves,

Boots & Shoes,

Hats & Caps,

Hardware,

Crockery,

Tinware

Miners' Supplies

OF ALL KINDS.

Flour,	Miners' Picks,
Tea,	Miners' Shovels,
Sugar,	Miners' Spades,
Bacon,	Gold Pans,
Beans,	Rope,
Rice,	Axes,
Salt,	Hatchets,
Oatmeal,	Saws,
Coffee,	Tools,
Patent Medicines,	Knives,
Condensed Milk,	Powder,
Canned Goods,	Shot,
Etc. Etc. Etc.	Shells.

Telephone connection with Railway Station and Edmonton.

Farms for Sale. Write for information.

H. W. McKenney,

ST. ALBERT, N. W. T.

TO THE YUKON.

(CONTINUED FROM PAGE ONE.)

ADVANTAGES OF THE EDMONTON ROUTE.

The great features in favor of the Edmonton route are that:

It starts from a source of cheap supply of food and all miners' requirements.

Pack horses, which form the chief means of transportation over it, are available at lowest prices and in unlimited numbers.

The region to be travelled furnishes feed in summer for pack animals throughout its entire length.

It is a region of moderate climate throughout, resembling that of the Saskatchewan valley.

There are no mountains to be climbed, as the mountain ranges are passed in the river valleys which are followed.

The season of travel opens earlier and closes later on this than on any other route.

There is no question of customs charges from Edmonton to Dawson. It is entirely within Canadian territory.

Help for the trip can be hired cheaply at this end of the route.

While the Pelly and Liard river regions offer the greatest present attractions to prospectors, they are of such a nature that pack horses can be used freely in prospecting if desired, as they are outside the limit of perpetually frozen soil.

When at Pelly river the whole Yukon district as at present known can be reached by excellent down stream navigation, unimpeded by rapids or lakes.

Compare these several points with the facts on any of the coast routes, as they existed last season and will exist during the greater part of the coming summer.

COMPARISONS.

The only point that can be urged against the Edmonton route is its length from steam communication as compared with the coast routes. But mere length is not the only or chief consideration. The routes by the mouth of the Yukon or by the Mackenzie are the longest possible, and yet they are cheaper than any of the coast routes for the transport of supplies or men.

The Chilkoot pass route is unquestionably the best of the coast routes in use last summer. On that route goods had to be packed on men's backs for 11 miles. From 50 to 75 pounds was a load. A miner's outfit and supplies for a year will weigh 1,300 pounds. If a man undertakes to pack this across himself he will have to make 26 trips of 11 miles with 50 pounds on his back and 26 trips of 11 miles without a load. Each trip occupies a full day. So that he would be 52 days packing his supplies across that 11 miles and would walk 572 miles, all the time over a terrible trail and half the time with a heavy burden on his back. If he does not do this himself he must pay someone else to do it for him. Naturally, the charges are proportioned to the slowness of the service, and last season when the rush commenced the cost of packing across the Chilkoot pass was 50c. per hundred pounds. There is no reason to suppose that the charge next spring will be any less, but rather more on account of the greater rush. The lakes in which the Lewes branch of the Yukon head at the Chilkoot pass do not open until the middle of June, so that the trip down the river cannot be commenced before that time. When the pass has been surmounted, the lakes have opened, and boat has been taken down the Yukon, 300 miles of upstream navigation from the junction of the Pelly and the Lewes would be required to reach the point on the Pelly at which it is reached by the Edmonton route.

The White pass is absolutely condemned by the experience of last season.

The Chilkat has never yet been attempted for the transport of supplies.

The Teslin lake trail is in the same position, but is said to be suitable for pack horses. This is questioned unless very great improvements are made in it, but there is no question, on the evidence of surveyor Ogilvie, that the feed along it is so limited that feed for pack horses used on it would have to be brought in. As the horses are not there and would only reach there after being purchased on the ranges east of the Rocky mountains, after a long railway travel, and a longer steamboat haul, they would certainly be very dear on arrival and it is not to be expected that packing charges for the 150 miles would be much less than on the Chilkoot route, or that there would not be as much danger of congestion and consequent stoppage of traffic. The same remarks as to late opening of the lakes and the upstream navigation to reach the Upper Pelly apply to this route as to the Chilkoot pass. The possibility that a railway may be built over this route does not affect the case as far as the early travel of next season is concerned; unless it might be to still further congest the route and increase the cost of transport. The same would apply to the Chilkoot and White passes.

TABLE OF DISTANCES.

All land travel:	Miles.
St. Albert,	9
Pembina river,	36
Athabasca at Fort Assiniboine,	30
South shore Lesser Slave lake,	85
Hudson's Bay Co's post,	40
Peace river,	60
Battle river,	60
Hay river,	120
Nelson river forks,	60
	500
Land or water travel:	
Nelson river Forks to Liard river crossing, below canon,	135
To Head of Devil's portage,	35
" Foot of Brule portage,	40
" Head of Cranberry portage,	15
" Junction of Dease,	60
" Frances lake at mouth of Finlayson creek,	115
" Finlayson lake,	30
" Head of lake,	7
" Pelly river,	13
	450
Total distance, Edmonton to Pelly river,	950

CHARACTER OF ROUTE.

Edmonton to Pembina river: Good wagon road through farming settlement. Good feed.

Pembina to Athabasca: Wagon road through partly timbered unsettled country. Good feed.

Athabasca river to Slave lake: Pack trail mostly through small timber, now being cut out by a northwest government party 12 feet in width for the passage of double sleighs or carts. Feed scarce.

South shore Lesser Slave lake to west end of lake: Open country, very rank grass. Excellent feed.

Lesser Slave lake to Peace river: Wagon road in constant use. Good feed.

Peace river to Battle river: Good pack trail through partly open country. Excellent feed.

Battle river to Hay river: Partly open country, trail not so well defined. Good feed.

Hay river to Forks of Nelson: Country chiefly covered with small timber, old trails gone out of use. Feed good in openings.

Plenty of water all the way.

From the Forks of the Nelson to the Pelly river the country is chiefly timbered, and feed is consequently not so abundant as in the more open country, but still is ample for summer travel. The route follows the valleys of the Nelson and of the Liard, keeping on the high ground from the Forks of the Nelson along the foot hills lying west of the river.

As the country is more rugged south than north of the Liard that river would be crossed below the canon. There is good navigation from the Forks of the Nelson to the foot of the canon on the Liard. Therefore boats might be built at the Forks and the supplies taken in them to the foot of the canon, while the horses were driven overland without loads to the same point.

The horses could be used to portage the supplies up the length of the canon, 35 miles, while the boats were taken up light.

In the succeeding 40 miles to the foot of Brule portage the navigation is

(CONTINUED ON PAGE FIVE.)

THE YUKON TRAIL

VIA EDMONTON

:: Is Still Open ::

And is the only Route to the Famous Gold Fields that is open twelve months in the year.

The more that is known

ABOUT OUR ROUTE

The More Favorable

Does it appear, and although we do not recommend travellers to start out at this season of the year, nevertheless

Dozens are Going EVERY WEEK.

The Great Difference in Favor of the Edmonton Route - - -

As compared with the Coast Routes is in the fact that the more travel there is on the Edmonton Trail to the Yukon the better it becomes and no possibility of it becoming blocked. People going in this way travel through a Gold-bearing Country mostly all the way, and this is one of the principal and many good reasons why this route is meeting with such universal favor by all who give the matter any investigation.

We still continue to do

The Outfitting Business

Of Edmonton and satisfy all who Outfit with us.

First of all we carry

The Right Kind of Goods.

Second, we take special care to pack them as they should be.

Third, OUR PRICES ARE RIGHT.

These are the three important things that must be right, and we are daily doing it to the satisfaction of all.

Our New Goods are now coming to hand, and judging from the immense stock in all lines required, we will be well prepared for the rush there is sure to be.

We have recently issued a Folder and Map called "The Yukon Trail. McDougall & Secord's Guide to the Gold fields. How to get there, What to Take, Where to get it." It contains a complete list of Supplies with price list, and a lot of valuable information, including a synopsis of the Mining Regulations. This is for free distribution, and we will be pleased to mail one or more copies to all who may apply.

McDougall & Secord,

WHOLESALE AND RETAIL OUTFITTING MERCHANTS,

EDMONTON,

ALBERTA.

X The All-Canadian Route X

(NO CUSTOMS DUTIES.)

Edmonton to the Klondyke

...BY LAND OR WATER...

And the Peace, Liard and Pelly River Gold Fields.

THE ONLY ROUTE OPEN TO TRAVEL ALL THE YEAR ROUND.

..ROSS BROS..

HARDWARE AND GENERAL MERCHANTS

And Miners' and Prospectors' Outfitters.

WE HAVE ALL A MINER WANTS—EXCEPT GOLD.

Outfits one man one Year.

Provisions, \$85.00 to \$125.00

Flour,	Currants,	Evaporated Apples,
Bacon,	Raisins,	Evaporated Peaches,
Beans,	Split Peas,	Evaporated Apricots,
Tea,	Pot Barley,	Evaporated Prunes,
Coffee,	Hardtack,	Evaporated Vegetables,
Sugar,	Mustard,	Evaporated Onions,
Chocolate,	Pepper,	Dessicated Potatoes,
Cocoa,	Ground Ginger,	Compressed Soups,
Butter,	Baking Powder,	Condensed Milk,
Lard,	Baking Soda,	Evaporated Cream,
Corn Meal,	Yeast Cakes,	Condensed Vinegar,
Oat Meal,	Salt,	Candles,
Rice,	Matches,	Soap.

Condensed Bacon, Army Foods and Emergency Rations; Canned and Pressed Meats and Lime Juice Nodules.

Clothing, \$75.00 to \$150.00

Arctic Underwear,	Flannel Shirts,	Sweaters,
Arctic Socks,	Tweed Shirts,	Jerseys,
Arctic Mitts,	Mackinaw Shirts,	Cardigans,
Reversible Jackets,	Mackinaw Pants,	Moccasins,
Reefer Jackets,	Mackinaw Suits,	Suspenders
Mackinaw Jackets,	Corduroy Suits,	Towels.
Gum Boots with and without Leather Soles.	Miners' High and Low Leather Boots.	
Oilskin Slickers.	Waterproof Coats.	Rubber Coats.
Duck Overalls, lined and unlined.	Duck Smocks, lined and unlined.	
Corduroy Hats and Caps.	Fur Storm Caps.	Felt and Canvas Hats and Caps.
Heavy Wool and Leather Gloves and Mitts.	All-Wool Blankets.	Dunnage Bags.
Oil and Rubber Bed Sheets.	Sleeping Bags.	Handkerchiefs.
	Mufflers.	Duffle and Stroud.

Hardware, \$40.00 to \$75.00.

Sheet Steel Collapsible Camp, Cook and Heating Stoves.	Nested Camp Kettles.
Tin Plates and Cups.	Granite Plates, Cups and Saucers.
Knives and Forks,	Tea and Tablespoons,
Fry Pan,	Breadpan,
Butcher Knife,	Sheath Knife,
Pocket Knife,	Scissors,
Miners' Coffee and Tea Pots,	Miner's Pan,
Miner's Shovel,	Miner's Drills,
Drifting Pick,	Safety Fuse,
Blasting Powder,	Quicksilver,
Grizzly Irons,	Magnets,
Mining Blanket,	Candle Lantern,
Miner's Lamp,	Mariner's Compass,
Gold Scales,	Canoe Adze,
Chopping Axe,	Claw Hatchet,
Nail Hammer,	Rip Saw,
Cross-cut Saw,	Spoke Shave,
Drawing Knife,	Steel Square,
Broad Axe,	Screwdriver,
Monkey Wrench,	Eye Augers,
Framing Chisels,	Axe Stones,
Oil Stone,	Rope,
Steel Measuring Tapes,	Calking Irons,
Pitch,	Wire, Cut and Boat Nails,
Bolts and Rivets,	Wood screws,
Fishing Tackle,	Tracking Lines,
Fishing Nets,	Fishing Twines,
Wail, Wedge and Miners' Tents.	Boat and Wagon Covers.
Covering Sacks.	Revolvers.
Fixed Rifle, Revolver and Shot Gun Ammunition in all makes and calibres.	Shot Guns.
Powder.	Gun Caps.
Money Belts.	Prospectors' Knapsacks.
Crucibles,	Hand Bellows.
	Thermometers.
	Rubber Cement.
	Snowshoes.
	Washboards.

Miners' Medicine Chest, \$4 to \$8.

Compact, nothing to freeze. All drugs in powder and tablets. Put up by reliable chemists. Remedies for all complaints, snow blindness, sore eyes and frost bites. Worth double the price if purchased in the ordinary retail way.

If desired can purchase Boats, Horses, Harness, Pack Saddles, Sleds, etc., etc., and hire Guides.

Reliable information furnished by an ex-H. B. Co. officer of over 30 years' experience in the North-West. Correspondence solicited and enquiries promptly answered. We have agencies at the Athabasca Landing, Peace River and throughout the North. Latest official maps and reports of all routes kept on file.

ROSS BROS., EDMONTON, ALBERTA.

(ESTABLISHED 1883.)

TO THE YUKON.

(CONTINUED FROM PAGE FOUR.)

good, and again the boats could be used to advantage. It is in this stretch the Rocky mountains are crossed.

From the foot of Brule portage to the head of Cranberry portage, it would probably pay best to again use horses either for the whole distance on one trip or on the three portages of two miles, half a mile, and half a mile, respectively.

From the head of Cranberry portage the boats could be used to advantage again while the horses were driven light overland to the mouth of Finlayson creek on Frances lake.

Although there is a canoe route from Frances lake to the Pelly by way of Finlayson creek and lake and Campbell creek it would probably be found advantageous to use horses for the whole 50 miles if they were available. The feed for horses on this portage is said by Dr. Dawson to be very good.

By taking advantage of the water communication there would only be 100 miles of packing for the horses from the Forks of the Nelson to Pelly river.

If a party had no horses and were good boatmen not afraid of hard work the total portaging could be reduced to: Four miles at the Devil's portage at the head of the canon of the Liard, two miles at Brule portage, half a mile each at Mountain and Cranberry portages, three half mile portages above the mouth of the Dease, two miles at the mouth of Finlayson creek and four miles from Finlayson lake to Campbell creek. Total, 14½ miles, against 25 miles in the Chilkoot pass, and no mountains to climb. For the whole distance from the Forks of the Nelson to the Pelly river the feed is good; as it is down the Pelly, wherever the country is not too heavily timbered. In the immediate valleys of the Liard and Nelson the timber is large, but on the upland it is inclined to be scrubby, with many openings, offering ample opportunity for horses to get plenty of feed. There are no mountains to climb along this route, and the country is not even rugged.

AN ALTERNATIVE ROUTE.

From the Forks of the Nelson there is a clear course down the Nelson, the Liard and the Mackenzie to Peel river, without lakes or rapids to impede navigation. The Nelson and Liard open about May 10th, and the Liard opens the Mackenzie from its junction down to its mouth, while the part above the Liard to Great Slave lake and the lake itself remains solid. The lake cannot generally be crossed until the end of June or first week in July. By going to the Forks of the Nelson on the snow and being ready to take boat as soon as the river opened the prospector could reach Peel river nearly two months sooner than from the Athabasca Landing—could in fact be at Ft. Yukon before the parties now wintering on the south shore of Great Slave lake could start across the lake. No doubt parties desiring to take this route could get their supplies freighted to the Nelson river this winter at a cost not exceeding 10c. pound.

THE EARLIEST ROUTE.

The trip from Edmonton to Pelly river will doubtless take from two to three months with loads under favorable circumstances. If haste is desired a start can be advantageously made from Edmonton in the latter end of February or early in March, and the first 500 miles to the Forks of Nelson river, as shown on the accompanying map, covered on the snow. This part of the journey could be completed by April 1st or 15th, and would enable the prospector to reach Pelly river by boat or pack horse by the 1st of June. The Pelly is open at that time and boat could be taken direct down stream to Dawson if desired. The lakes at the head of the Lewes, reached from the Chilkoot and White passes, are not open until the middle or end of June, so that the traveller from Edmonton would have at least two, and possibly four, weeks advantage in reaching Dawson over the traveller going by the Chilkoot pass, besides having a much larger quantity of supplies. There are many advantages connected with starting thus early besides the earlier date of reaching the Yukon. The Athabasca and Peace rivers would be crossed on the ice, much heavier loads could be hauled by the horses on sleighs than could be packed on their backs, and better time could be made. On the other hand is the expense of purchasing feed for the horses while collecting them and on the journey, and the cost of the sleighs and harness, which would be of no further use after the snow had gone.

The trip to Nelson river should be made in 30 days at 16 miles a day. There is no doubt about the practicability of the trip if there is a large party; even though there had been no other travel over the road, as the load horses could be given light loads and be changed continually so that the labor of breaking the road would fall upon the whole number equally. There is very little doubt, however, that the road will be kept open all winter at least to Peace river, which is over half way to the Nelson. It would not be desirable for the ordinary prospector to push far beyond the Forks of the Nelson on the snow, as the winter grazing for horses is believed not to be so good beyond that point, and the amount of horse feed that would consequently have to be carried would reduce the amount of supplies below the profitable point.

WINTER FREIGHTING.

The extra cost of an outfit to start on sleighs in March will be about as follows:

Flat sleigh,	\$8 00
Harness for horse hitched to sleigh,	3 50
300 lbs. oats per horse (10 lbs. a day for 30 days) say	4 00
	\$15 50

A horse should haul 700 pounds on a flat sleigh, of which 300 pounds would be his own feed and 400 load. If a very large number of horses were being taken double sleighs could be used, in which case the horses could start with 1,000 pounds each, or 700 pounds each of load. As the maximum load for a pack horse on a long journey is 200 pounds, one horse can haul to Nelson river the loads of from two to four pack horses. To put it another way. By starting from Edmonton in March and using the boat route from the Forks of the Nelson, less than half as many horses will be required to transport a certain quantity of supplies than by pack trail in the summer season. Five horses will land 2,000 pounds of supplies at Nelson river on sleighs. Ten as good, or better, horses would be required to land the same amount at the same place using packs, and the work of the driver would be much greater.

It is the business of the BULLETIN in this article to give information rather than advice. But having suggested a start in March it would not wish this to be construed into advice to start in December or January, or even early in February. There is nothing in the climate, snow fall or nature of the surface of the country to prevent winter travel with horses along the whole route from Edmonton to Fort Selkirk, provided they can be supplied with food. But it should be distinctly understood that unless arrangements can be made for supplying the horses with sufficient food they simply cannot go. As already stated a horse can haul 400 pounds of food, and oats enough to last him for thirty days. But that is the limit, and it requires a good horse, acclimated, in good condition when starting, and well handled, to do this. Beyond thirty days travel, unless other arrangements are made for freighting out a further supply of oats, he cannot go and do good work. On the other hand if oats and hay are provided he can go all winter. If he goes for thirty days and is played out by his exertions, or if no provision is made to feed him for the rest of the winter, unless what remains of it is short and mild he will either die or he will be too poor to do any work in the spring. The idea of starting in March is that the feed which he will haul will last him until the snow leaves the route sufficiently to allow him to get grass. In another winter when the route shall have been established and hay put up at intervals of say 50 to 100 miles, there will be no serious difficulty in travelling right through at any time of the winter. But that is not now.

PEACE RIVER.

The Peace river is reached on the overland route to the Yukon 260 miles from Edmonton. To this point freight is taken from Edmonton in summer at a cost of five cents a pound, and there is no doubt that contracts can be made at the same rate for winter freight. As already mentioned the Finlay and Parsnip rivers which form the Peace, and the Omenica tributary of the former, are known to be richly gold bearing. There is on these rivers, and particularly on the Finlay, a large area of gold bearing territory that has never been prospected or even explored, owing to the cost of getting in supplies from the coast. These rivers are very much more accessible from the east than from the west side, particularly in summer, as there is good boat navigation all the way from Peace river Landing to the Finlay, except at the Rocky mountain portage, 12 miles in length. The country is suitable for the use of pack horses all the way to the Finlay, and the distance from Peace river Landing to the Finlay is about 250 miles. Up the Finlay, west of the Rocky mountains, is a region extending to the celebrated Cassiar diggings which has never been prospected. In this district is situated the Mud river which flows into the Liard and is said to be rich in gold. This region is very widely attracting the attention of prospectors at present. It is much more accessible than the Yukon and is on the way there, if it is desired to take that route.

Hudson's Bay Company

(INCORPORATED 1670)

Carry the largest and most complete stock of General Goods in Edmonton. Special additions have been made to meet the rush to the Gold Fields, and you will find them prepared to

Fill Prospectors' Orders for Supplies of all kinds.

Some reasons why you should outfit with us are:

We have had a large experience in the country, and this we place at your service.

We handle only the best and most reliable goods. We import them direct under the most favourable conditions, and, being the largest buyers, we secure the best prices, of which we give our customers the benefit.

We can handle your whole order, not only saving you trouble in the matter, but securing to you the utmost commercial advantage which can be attracted to an extensive transaction.

We have a large connection in the North and interest in our customers does not end with the sale.

Assistance and information can be secured at any of our posts en route.

Price Lists Supplied on Application.

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E. RAYMER



Will keep the very best stock of Watches, Clocks, Jewellery and Silverware possible for 1897. Also will be in position to do the best work in the repairing department.



Best Fresh Beef

AT VANCE'S

VENISON, ELEPHANT

STEAKS

AND

BEAR

THIS IN MIND, FOR

...CASH. ONLY...

D. R. FRASER'S

LUMBER
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Mills.

FLOUR AT A GREAT
REDUCTION.

A large and assorted stock of Dry Lumber on hand which has been lately augmented by the purchase of Fraser & McKernan's stock.

British Columbia Fir and Cedar Lumber, Shingles, Lath, Mouldings and Casings, Doors and Windows.

For reliable goods and lowest prices try the

HARDWARE

The public are invited to inspect our stock and get prices before buying their Hardware. Our store is not very pretentious, neither are our prices. No trouble to show goods.

We have a full line of.....

COAL AND WOOD
COOK STOVES..

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We do all kinds of repairing and make up special goods to order.

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We are showing the largest and most complete stock of General Dry Goods, Clothing, Boots & Shoes, Moccasins, Heavy Rubbers, Men's Overcoats, Gloves, Mitts, Underwear, Groceries, Hardware and Crockery ever shown in Fort Saskatchewan at prices that can not be beaten. Give us a call.

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SHERA & CO.,
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SOUTH EDMONTON
BREWING COMPANY

Lager, Porter & Ales

THEY ARE UNEXCELLED.

The Family Trade Solicited and Supplied Direct from the Brewery.

P. O. Box 192 Telephone in connection.

AGENTS—Frank Marriag is agent at Fort Saskatchewan, and J. D. Bennett is agent at St. Albert. James Goodridge is agent at Edmonton.

Lager and Porter may be purchased from the above agents at same price as is charged at Brewery. Kegs must be returned when empty to the agent from whom they were purchased. Any person or persons selling kegs or defacing name on same will be prosecuted.

EDMONTON DYE WORKS

—F. Mayrhofer—

PROPRIETOR.

Near Electric Light Works. All orders promptly attended to and first-class work guaranteed.

JUST RECEIVED..

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Scotch and Irish Tweeds

AND FINE WORSTEDS FOR PANTINGS.

Duffel Suits for the Klondike a specialty.

All work guaranteed.

Repairing done on short notice.

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First class Rigs. Good Drivers

All kinds transient teaming promptly attended to.

Contracts made for delivery of Stone. The best Building Sand in town for sale.

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COAL :: COAL

Second to none, or the best on the market.

\$2.50 per ton. Positively no credit.

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Meat and Packing

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Capacity 200 Hogs a day.

Pork Packer and dealer in all kinds of Fresh and Cured Meats.

WHOLESALE AND RETAIL.

Special attention paid to Miners Supplies.

Cold Storage and Packing House—East Edmonton.

Office and Store—Jasper Ave., Edmonton.

C. GALLAGHER.

Fort Saskatchewan MILLING COMPANY.

BRANDS:

"Alberta Patent"

"Alberta Strong Bakers"

"Our Daily Bread"

"X X"

Wholesale Orders a Specialty. Traders would do well to enquire for prices before purchasing elsewhere. Once used always used. More bread to the sack than any other Flour manufactured in Alberta.

FORT SASKATCHEWAN AND STURGEON MILLS.

Post Office—Fort Saskatchewan.

Merchants and Traders supplied from the Wholesale Depot at Edmonton. All brands in stock.

W. S. ROBERTSON, Agent.

NOTICE.

We understand that flour has been offered for sale in unbranded sacks, and represented as the product of our mill, and we wish to warn the public that we will be responsible for neither the quantity or quality of any flour claimed to be our product unless in sacks branded with our trade mark.

FORT SASKATCHEWAN MILLING CO

LUMBER FOR SALE

AT STURGEON MILL

All kinds of lumber for sale. Best lumber a specialty. Call or write for prices.

IMPERIAL BANK OF CANADA.

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Capital Paid Up, \$3,000,000.00
Reserve, \$1,200,000.00

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Hugh Ryan, T. Sutherland, J. H. Stewart,
D. B. Wilkie, General Manager, E. Hay, Inspector

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DRAFTS SOLD, available at all points Canada, United States and Europe.

LETTERS OF CREDIT issued, available in any part of the world.

SAVING BANK DEPARTMENT—Deposits of \$1 and upwards received and interest allowed.

DEBENTURES—Municipal and other Debentures purchased.

GOLD AMALGAM purchased.

SPECIAL DEPOSIT RECEIPTS issued for prospectors and others, being payable without the usual trouble of identification.

G. R. F. KIRKPATRICK Manager

TO THE YUKON.

(CONTINUED FROM PAGE SIX.)

Axe and handle,	5	1.25
Hatchet,	1	.50
Set files,	1	.50
Nails,	10	.80
Sundries:		
Seythe and fittings,	7	1.50
6 hooks snaring wire,	1	.16
6 traps, assorted,	6	1.50
Gilling twine,	2	2.00
1 bailer,	1	.50
1 Set gold scales,		3.00
Fish hooks, chamois, goggles, etc., awl, gimlet, scissors, etc., sundries,	3	5.24
Double outfit, half to be charged to each man:		
Set grizzly irons,	16	.60
Iron barrow wheel,	11	1.25
Whip saw,	10	7.00
Hammer,	1	.50
Hand saw,	2	1.25
Augur, 1 1/2 inch,	1 1/2	.85
Brace and bits,	4	1.00
Chisel and cold chisel,	1	.65
Large kettle,	4 1/2	1.50
Folding reflector,	4	2.00
Tracking line,	12	3.00
Pitch,	10	.80
Oakum,	15	1.20
Wedge tent, 7x9, 8 oz. duck,	15	9.00
Fibre tub,	3	1.00
Caulking iron and sundries,		3.40
	110	\$35.00
Sundries and clothing, special:		
2 pair H. B. blankets, 4 pt. @ \$9.50, (3 pt. blankets per pair \$6)		\$19.00
1 yard duffel for heavy socks at \$1.40,		1.40
4 yards stout, for grizzly blankets at 1.40,		5.60
2 pair beef moccasins, fur lined, per pair, \$1.50,		3.00
Rubber boots, hip,		5.00
2 suits heavy underwear, at \$2.25,		4.50
6 pair wool socks,		1.50
4 pair overalls at \$1.25,		5.00
Leather jacket, sheep lined,		10.00
Mackinaw shirt,		3.50
2 pair wool mitts,		1.00
2 pair leather mitts,		1.00
Slicker,		4.00
Rubber sheet, 4 feet by 6,		1.50
2 dunnage bags,		2.00
Needles, thread, etc., and sundries,		7.00
		\$75.00

Weight say 75 pounds.

This brings the cost of outfit to each man up to \$195 and the weight to 1,250 pounds and does not include a gun or ammunition. The most useful gun for the miner, as distinguished from the hunter, to take is a double barreled muzzle loading shot gun, which will cost up to \$15. There is less danger of breakage in rough handling than in case of a breechloader and also less danger from running out of ammunition. A shotgun is vastly more useful than a rifle for killing game and a rifle is not needed for self defence. Add cost and weight of gun and ammunition and the outfit will cost slightly over \$200 with a weight of 1,300 pounds per man for one year. A good breach-loading shotgun will cost \$25 and cartridges \$3 per 100. A Winchester rifle 44-40 will cost \$17 and cartridges \$1.70 per 100.

PACK TRAIN.

Two hundred pounds is a maximum load for a pack horse on a long road. Where the road is new and the packers new at the business the loads should be still lighter, and 170 pounds should be the maximum. The mistake made by the men taking the pack trail this season were that they loaded too heavily. A few pounds of overload on a pack horse tells more heavily on both horse and man than on any other kind of conveyance. Eight horses to pack and one to ride and one spare is the full number for each man's outfit if a year's supply is to be taken and good time made.

Ten horses @ (\$15 to) \$25,	\$250 00
Riding saddle and bridle,	15 00
Eight pack saddles @ \$5,	40 00
Eight pack covers, 5x6, 12 oz. duck, @ \$1.50,	12 00
Sixteen saddle bags, 12 oz. duck, @ 45c.,	7 50
Ten set hobbles,	5 00
Five halters,	5 00
Ropes and sundries,	5 50
	\$340 00

TOTAL MAXIMUM COST, LAND ROUTE.

The account then will stand:

Supplies,	\$200 00
Extras for trip to Nelson river,	50 00
Pack outfit of ten horses,	340 00
Unforseen,	50 00
	\$600 00

In counting this cost it should be remembered that the pack outfit is worth its cost for future use, so that this outfit is not properly chargeable to one year's expense. The prices quoted for horses are higher than has been generally paid hitherto, but in horses or anything else in this connection the best is the cheapest. The prices of supplies are also the ordinary retail figures for single articles of best quality and will be bettered very considerably where an outfit is being purchased. Horses have been purchased by parties here at from \$5 to \$15, but experience has shown that they are the dearest in the end. For they cannot carry the loads nor make the time required.

It is generally considered that six loaded horses are as many as one man can handle satisfactorily. This being the case it would be well for two men going together to purchase two more horses and supplies to load them and hire an extra man to go to Pelly river, (after which he would not be required) rather than load 12 horses with 200 pounds apiece.



The Bulletin...

During the next six months will make a specialty of securing and publishing information regarding the Yukon and the way to get there. Reports will be received from the several exploring parties sent out by the Canadian Government. Also from Prospectors now on the way by the several routes. These will be published promptly.

Subscription, Six Months for \$1.00.

GONE AND GOING.

OVERLAND ROUTE.

To west branch Nelson river 75 miles above Forks:

	Miles.
Lake St. Ann,	40
Athabasca river,	60
Little Smoky river,	100
Sturgeon lake,	30
Smoky river,	40
Spirit river,	30
St. John,	125
West Branch Nelson,	100
	525

J. W. Cate, T. J. Kelly, L. Leech, L. McDonald, C. C. Haag, W. R. Haag, A. B. Cagwin, G. R. Walton, Bert Stevens, O. L. Inglis, H. H. Quick, T. R. Dunlop, W. P. Howley, W. R. King, Mr. and Mrs. Cameron, L. Emmons and L. Rustington, of Fresno, Cal., John Q. A. Walker, of New York and Benjamin F. Sears, of Bennington, Vermont, left on August 25th. They were at Sturgeon lake on Oct. 2nd, from which point Messrs. Cate and Haag returned to Edmonton. The remainder of the party are wintering at Fort St. John.

Cyrus Greah, and F. P. Stout, of Milton, Pennsylvania, R. C. Wignmore, of Prince Albert, and R. Riddell, of Neepawa, left on Aug. 30th. They reached Sturgeon lake with the Fresno party and are wintering at St. John.

W. S. Johnstone, Montreal, left Lake St. Ann on Sept. 16th and reached Spirit river on Oct. 12th. He intended remaining there for the winter, but went on to St. John, where he is wintering.

J. Reigley and J. Frisby, of Revelstoke, left on Sept. 15th. They were on the Little Smoky river on Oct. 8th, when they quarrelled and Frisby returned.

J. Williamson, Thos. Dickieson and Jos. Ingram, Montana, left on Sept. 20th.

B. Gaetz, J. Brooks and A. E. Roberts, of Red Deer, left on Sept. 20th.

H. MacDonald, G. R. Hunter and F. J. McNally, of Colorado, Utah, left on Oct. 2nd. McNally returned from Lake St. Ann on account of a disagreement with his partners.

A. Snyder, Sandon, and C. H. Passala, of Portland, Oregon, left about Oct. 5th.

Edgar Bray, D. L. S., B. W. Woods and D. A. Fraser, of Toronto, left about October 15th.

TO PEACE RIVER BY WATER.

A. J. Bell, — Lloyd and — Stewart of Rat Portage, left for the Landing on Sept. 9th. They reached Peace river about Oct. 15th, and went down stream to Vermillion where they intended to winter.

J. L. Robertson and J. O. Pottinger, of Portland, Oregon, left for the Landing on Sept. 26th. They are wintering at Dunvegan, Peace River.

THE WINTER TRIP.

To Pelly river by way of Fort Assiniboine, Lesser Slave lake and Peace river:

G. W. Fugard, V. H. R. Raleigh, E. B. Smith, J. B. Smith, Mike Demsey, Elmer Bell, C. B. Thompson, Jack Fenwick, Fenwick, Frank Kalkoff, H. A. McGruder, Geo. Sprenger, W. Karn, Sim Collier, Geo. Prindle, E. A. Spear, J. J. McGreal, F. McCandless and Bob Harris, of Los Angeles; J. N. Beck of Portland, Oregon; L. E. C. Fisher and E. C. Crews, of New Franklin, Missouri, left on November 24th, with flat sleighs.

B. Raymaker, E. A. Olds, L. McKinnon, J. H. Huntmon, of Los Angeles, and Archie Munroe, of Colorado, left on Nov. 26th.

J. Whyte, Montreal; W. Morse, Ottawa; W. Watson and R. J. McDermont, Chicago, left on Monday, Dec. 13th.

W. J. Morse, D. Hopkins, Robert Dalgleish, Ottawa; John A. Grose, Montreal; Dr. Brown, Stratford; Dr. Mason, John Richard, S. Gooch, J. Bourke, Chicago; T. Gregg and A. McLean, leave today for Nelson river by way of Lesser Slave lake and Peace river. Their destination is Peel river.

NOW AT EDMONTON.

Preparing to start on snow to Pelly river by way of Peace river:

Capt. E. H. Bernard and Capt. Cadell, England; O. Wilson, Carmarthen, Wales; L. Purdy, H. Thomas, Johannesburg; L. A. Whitfield, Australia; Chas. Fisher, cook of the party, who has voyaged in Behring Sea.

Messrs. Clatworthy, Bennett, J. Moloney, J. Francis, Rolt, Trueman, Freezing, Austin, Stephens, Harris, Harvey, and a cook named Jones, who was with the Jackson-Harnsworth expedition, all from England.

A. E. Johnstone, W. E. Welch, A. J. Schultz, W. Billing and B. H. Wark, of Detroit.

M. Prudhomme and D. McIntyre, of Ft. Steele, B. C.

R. W. Feltman, Chas. Conkling, J. H. Graves, C. Vogelaar, Springfield, Illinois; and D. Mulholland, Kingston.

E. G. Miller, W. Frey, D. Blaul, W. Lowell, Alf. Phillips, A. J. D. Heines and John Sullivan, Chicago, bound for the Liard river.

Capt. O'Brien, Capt. Hall, W. Simpson, Dr. McIlwrig, V. Vascon, Edmonore, D. C. Bannister, Dr. Hooper, E. A. Jeffreys, Col. La. Quenne, Capt. Powell, Capt. Alleyne and Col. Helpman are in Calgary on their way north.

J. Heto, Montreal, and Arthur Chouinard, coxey of Chateaufort, Quebec.

G. W. Lang, San Antonio, Texas; A. C. Craig, Los Angeles.

J. K. Hastings, Boston, W. Crozier, Indian Territory.

D. B. Morrison, A. C. Eaton, J. P. Mansfield, Los Angeles.

H. D. Cooper and Raymond Fitzmaurice, of Carlow, Ireland.

The preparations made by the above parties include the purchase of several hundred horses and flat sleighs and a vast amount of supplies. The greater number intend to start in January, but others will delay until the end of February.

GONE BY EDMONTON ROUTES.

Mackenzie River,	130
Overland to Peace,	40
By water to Peace,	5
On snow to Peace,	53
Making ready to start,	61
Total,	289

DEATHS.

LLOYD—At Winnipeg on Saturday, the 11th inst., Edward R. Lloyd, father of Mrs. N. D. Beck, aged 65 years.

METEOROLOGICAL.

The following temperatures are reported from the Dominion government observatory Edmonton, for the dates given:

	Max.	Min.
Monday, 13,	42	—14
Tuesday, 14,	10	—41
Wednesday, 15,	—14	—31
Thursday, 16,	—	—43

Barometer reduced to sea level 30.086.

STEAMBOAT LINE.

J. A. Brewer and J. P. Griswold, of Chicago, arrived on Monday's train. Mr. Brewer is president of the Alaska Mining & Trading Co. His visit is for the purpose of making arrangements for the construction of an Athabasca Landing of a line of three steamers to ply on the three stretches of navigation on the waters of the Mackenzie. The steamer for the Upper Athabasca will be built complete at the Landing. The hull of the steamer for the Lower Athabasca will be built at the Landing. The machinery will be run down on barges and put into the hull at Ft. McMurray. It is the present intention to build the Mackenzie river steamer in sections to be put together at Ft. Smith, below the rapids. A saw mill is to be established at the Landing at once by the company to provide the necessary lumber. A gang of men will go out at once to erect buildings and get out timber. The company intend to have the boats running as soon as the

THE MACKENZIE ROUTE.

PROSPECTS ON THE WAY.

While the overland route from Edmonton offers special advantages to the prospector desiring to reach the upper waters of the Yukon, and to get in with horses so that he can move about freely when he gets there, or to persons desiring to drive in beef cattle for their own use or for sale, the water route by way of the Mackenzie offers advantages vastly superior to any other route, to the miner whose objective point is the established workings at Dawson City, Forty-mile, or Circle City, and who wishes to reach there with one or two years provisions. Very few of those who have joined in the rush of this season have actually reckoned the amount of provisions and other supplies which they will require for a year and consequently hundreds who have gone believing they had a year's supply will find themselves short in six months. A healthy hard-working man requires from two and a half to three pounds of food every day of his life or say 1,000 pounds for a year, 1,500 pounds for 18 months and 2,000 pounds, or one ton, for two years. He will require, besides, implements and clothing to the amount of two or three hundred pounds. A man will take from two to three months getting into the Yukon by any of the routes. If he starts in March with only 1,000 pounds of food he will only get into the country in June. The winter closes in in September. He has only had three months of prospecting, and if he does not get out before the next March he will be out of food. If he can get in with 1,500 pounds, or 18 months supply, he will have two summers prospecting in sight instead of only one; and if he strikes anything the second summer he can remain and work all winter if he has a two years supply with him. No matter how much supplies he has, he will have to use all if he stays in the country, and if he does not stay what he has to spare will always be worth gold. By the Mackenzie route the miner can reach the Yukon with a two years supply of provisions for very little more than his bare passage from the coast to Dawson will cost him, and for a fraction of the money that it will cost him by the Chilkoot or Stickeen routes. The rivers furnish the motive power for almost the whole of the distance and the time taken is little if any longer than by the mouth of the Yukon. The open season is practically much longer than by that route, the reason being that the journey down the Mackenzie can be begun long before the ice has cleared out of Behring sea, and Fort Yukon can be reached under favorable conditions by way of the Mackenzie before the long voyage up the Yukon can be begun. The open season by way of the Mackenzie is long if the forepart is taken advantage of, as water is open at the southern starting point long before it is at the portage from the Peel to the Porcupine; and the Mackenzie is by far the longest part of the route. On the other hand if a late start is made from the southern end it is very short, too short indeed to be gone through in the one season. The difficulty with the large number of parties who have started over this route this season is that they all started too late to have a reasonable chance of getting through this year. However, they all had the advantage that they need not limit themselves in the quantity of supplies taken and therefore need not be at any serious loss by reason of the supplies consumed this winter.

BOATS.

By the Mackenzie route the boat is the means of conveyance and the size and build of the boat should be regulated by the amount of supplies which it is desired to take and the number of men accompanying. A boat is required large enough to carry all the supplies that are needed and yet not so large that it cannot be handled easily in the portages by the men available. It will have to drift down stream, shoot rapids, sail on lakes Athabasca and Great Slave, be tracked in shallow water up Poplar or Trout river to McDougall pass, will have to be portaged in several places, and finally be tracked or sailed up the Yukon. There is plenty of room for argument as to the boat that should be used under all these circumstances, but after most careful enquiry the BULLETIN has arrived at the following conclusion, provided a party of four to eight men are going, desiring to take from 1,500 to 2,500 pounds of supplies each. The build of boat best adapted to all the circumstances to be met with on the route is the well known Hudson's Bay Co. York or inland boat. A boat of this build, 24 feet keel, 8 feet beam and 2 feet 9 inches depth is known as a half sized York boat. It will carry in all weathers and circumstances from 2½ to 3 tons. Four men would be a full crew. Such a boat would weigh about 1,200 pounds and would cost at Edmonton \$150. At the Landing the cost would be about \$175. Sailing tackle extra. This boat could be managed easily in good water down stream or under sail by two men. If two such boats accompanied each other the crews could be doubled in passing rapids, and on portages eight men would be required. Four such boats with eight men, not afraid to work, and starting from the Landing with the first open water in April or even on the high water of the latter end of May, could reach the Yukon early in August, with two and a half years supplies to the man. The total amount of portaging of loads in that distance would be

Grand Rapids,	Mile.
Cascade Rapids, (possibly)	½
Fort Smith Rapids, 4 portages ¼ mile each,	1
McDougall Pass,	¼
Total,	1½
Portage of boats:	
Three portages in Smith Rapids, ¼ mile each,	¾
McDougall Pass,	¼
Total,	1

All these portages except one of those at Fort Smith are over level ground, as compared with the 35 miles with 3,500 feet climb over the Chilkoot pass. Total distance of up stream navigation from Athabasca Landing to Fort Yukon:

Slack water on Trout river,	Miles.
Swift water on Trout river,	15
Tributary of Trout river to Summit lake,	24
	7
Total,	46

Boats of other build costing less according to carrying capacity than the York boat may be had, but it is poor economy to start out on such a long trip, where everything depends on the adaptability and manageability of the boat with anything but the best, particularly as there must, for many years, if not for all time, be a great deal of the prospecting and carriage of supplies to the upper waters of the Yukon done by boat. Therefore, a good boat will necessarily be worth its cost on reaching there, while a poor boat is a danger and delay on the road and a loss on arrival.

Boats are built of any size and style either at Edmonton or at the Landing, to order. The boats built for use by Yukon bound prospectors this season were flat boats, sturgeon heads and clinker built skiffs. They were ordered in preference to the York boats because they could be put together more cheaply and quickly, costing only from a half to a quarter as much as a York boat, but they were poor economy. Parties starting in the spring should send one of their number ahead to order the boat, giving from a week to two weeks for construction if a York boat or sturgeon head is ordered. In that case there would be no delay on the arrival of the main party.

Boats built at Edmonton can be freighted to the Landing—if not too large—at a cost of three-quarters to one cent a pound. During the past season lumber could only be had at the Landing if whipsawed there or freighted out from Edmonton. A saw mill is being established there during the present winter by Alex. Fraser and an unlimited quantity of lumber sawn specially for boats will be available at the Landing next spring at from \$20 a thousand feet up, according to dimensions, for rough lumber; dressing \$2.50 to \$3.00 per thousand extra. There will therefore be no delay for want of boat lumber next season nor any reason for complaint as to its price. Two boat building establishments have been started at the Landing this winter besides those at Edmonton.

ATHABASCA LANDING.

From Edmonton, the terminus of the railway, to Athabasca Landing, the beginning of navigation on the Mackenzie route is 96 miles. There is a good sleigh or wagon road. The trip occupies from two to four or five days according to the weight of the loads and the state of the roads, and the rate of freight is one cent a pound in winter or three-quarters of a cent in summer. There are no hotels north of Edmonton and only one or two stopping places, so that the traveller must be prepared to camp out on his way to the Landing, and at the Landing as well.

ATHABASCA RIVER.

The Athabasca at the Landing is about 200 yards wide and opens from the 10th to the 25th of April. A guide is not absolutely necessary for the

first 150 miles from the Landing, but below that point from the head of Grand Rapids to Ft. McMurray one is absolutely necessary. As most of the guides live about 50 miles west of the Landing at La Biche, they are generally engaged at the Landing for the trip to McMurray. They are paid \$50 and board for the trip. Boatmen to help over the portage at Grand Rapids and through the rapids below may be engaged at \$25 each for the trip. But if the boats are fully manned or if the crews of several boats will double through the rapids extra men are not necessary.

There is no impediment to navigation until Pelican rapids is reached 120 miles below the Landing. These rapids are not dangerous, but of course care is needed. There is no danger in high water, but in low water rocks are to be guarded against.

Grand Rapids is reached 45 miles below Pelican Rapids. The boat is landed where the steamboat also lands on the right bank of the river a mile and a-half above the head of the rapids. Half the load is taken out and the boat taken to the head of an island which lies right in the rapids. A return trip has to be made for the second part of the cargo. The cargo is then carried to the lower end of the island which is also the end of the rapids, half a mile. The empty boat is let down alongside the island by a line and loaded at the foot of the island. The landing at the foot of the island is difficult. Two miles of rough water follow below the island, which requires care in navigating in low water. The H. B. Co.'s steamer Athabasca runs between Athabasca Landing and Grand Rapids. The run by row boat from the Landing to Grand Rapids can be made in two and a-half days.

Twenty-five miles below Grand Rapids is the Brule rapid, which is run near the left hand shore. Sixteen miles below is the Boiler rapid, which in high water is run on the left hand side and in low water on the right. In the fifteen miles below the Boiler rapid occur the Drowned rapids, run on the left hand side; the Middle rapids, run on the left; the Long rapids, run on the right; the Crooked rapids, run on the right; the Stony rapids, run on the right; the Little Cascade and the Big Cascade rapids. The channel in the latter is on the left, and can be run at high water; but in low water there is an abrupt fall of three feet, and a part or the whole of the load is portaged a few hundred yards and the lightened boat let over on a line. The Mountain rapid—the last of the series—is 10 miles below the Cascade. It is entered on the left side. In the middle the river is crossed to the right, the lower part being run on that side. A riffle five miles further down is called Moberly rapid, and is passed on the left hand side. In a good stage of water boats from Grand Rapids to McMurray make it in one and a-half to two and a-half days. These numerous rapids should not be attempted without a guide, and a full crew should be in each boat. As they are all short, boat's crews can be doubled, if short of their full number, in going through each one, without much loss of time. Total distance, Grand Rapids to McMurray, 87 miles.

LAKE ATHABASCA.

McMurray to Lake Athabasca, 170 miles, good navigation, no impediments.

Lake Athabasca to Chipewyan, 10 miles across lake. Shore must be followed westward from mouth of Athabasca to opposite peninsula on which Ft. Chipewyan is situated.

GREAT SLAVE RIVER.

Chipewyan to Rocky river, the outlet of Lake Athabasca, 10 miles north-westerly along shore and amongst islands. Local guide an advantage for this distance.

Rocky river to junction with Peace, 20 miles; good navigation.

Peace river junction to Smith landing, 75 miles; good navigation.

Smith landing to Ft. Smith, 16 miles; land portage for that distance if preferred. Rate of freight, 50c. per 100. Guide necessary if river is followed; can be procured in adjoining Halfbreed settlement. Guide charges \$25, and extra men to help over Halfbreed \$15 each for trip.

The rapids are:

Cassette rapid—Boats and loads are portaged ¼ mile, level ground. Next rapid is generally run without portage.

Mountain rapid—Boats and loads portaged ¼ mile over hill 100 feet high.

Block and tackle used to get boat up.

Pelican rapid—Boat and load portaged ¼ mile, level ground.

Drowned rapid—Boat is generally run down with half load. With full crews about two days are generally occupied on these portages.

H. B. Co. steamer Graham runs between Smith landing and McMurray. The Roman Catholic mission also has a steamer on the same stretch of navigation.

GREAT SLAVE LAKE.

Ft. Smith to Ft. Resolution on south shore Great Slave lake, 196 miles; good navigation.

Ft. Resolution, at entrance, to Ft. Providence, at outlet, of Great Slave lake westward along south shore of lake, 183 miles. Difficult and dangerous for flat boats except with fair breeze, but all right for York boats. Slave lake opens from June 15th to July 10th.

MACKENZIE RIVER.

Providence down the Mackenzie to Simpson at mouth of Liard, 161 miles; good navigation.

[An alternate route may be taken to Pelly river up the Liard, from Simpson to junction of Nelson river, a point on the overland route, 240 miles, tracking up stream. Navigation fairly good. If this route were taken a full crew of four to five men would be needed to each half sized boat.]

Simpson to Wrigley, 136 miles; Norman, 184 miles; (river opens at Norman from May 12th to May 28th and closes Oct. 7th to Nov. 2nd). Good Hope, 174 miles; mouth of Red river, on west bank, 214 miles; delta of Mackenzie, 48 miles; Peel river, taking first westerly channel of delta, 32 miles.

Ft. Macpherson, 13 miles up Peel, is the commencement of the 60 mile land portage to Bell branch of Porcupine, used in winter by the Hudson's Bay Co. Peel river is half a mile wide at Macpherson and is said to close from 10th to 20th September. The Peel comes from the gold bearing region of the Yukon and has never been prospected.

The H. B. Co. propeller Wrigley runs between Ft. Smith and Ft. Macpherson, there being uninterrupted navigation. The Roman Catholic mission also has a steamer on that route. But the H. B. Co. and mission steamers only ply for their owners, not taking general traffic.

PEEL RIVER PORTAGE.

The boat route crosses Peel river at the delta channel by which it is entered and goes up Trout river, which enters almost immediately opposite from the west, 15 miles, in slack water.

Then follows 24 miles of the same stream against a stiff current, but without portages. Then a small tributary of Trout river from the west 7 miles. Then a portage of 300 yards across the summit of McDougall pass to a creek flowing westward into the Bell river branch of the Porcupine which is the north branch of the Yukon. Down this stream six miles to Bell river.

From Trout river to Bell river is 14½ miles, in a level, grassy and nearly treeless valley. This is the McDougall pass through the Rocky mountains. Jas. McDougall went through this pass, both ways, in the season of '72 with a boat and crew of five men, taking 1,000 pounds of trading goods besides their own supplies. W. Ogilvie, D. L. S., crossed with loaded canoes in 1889, and surveyed it, and R. G. McConnell, of the geological survey, sent his boat through from east to west in '91. The summit of the pass is 1,100 feet above the waters of the Mackenzie. A guide across this pass should be secured at Ft. Macpherson.

PORCUPINE RIVER.

McDougall pass to the Porcupine, 50 miles; good navigation down Bell river.

Down Porcupine river to Ft. Yukon, 275 miles; excellent navigation.

Ft. Yukon to Circle City, 90 miles; to Forty-mile creek, 100 miles further, and to Dawson, 60 miles further up the Yukon.

To the new diggings at Little Minook, 150 miles down the river from Ft. Yukon.

Total distance, Edmonton to Dawson, 2,500 miles.

In the vast stretch of country lying between Edmonton and the Yukon, there are many indications of various kinds of minerals. Although it has been scarcely prospected as yet, enough is known to warrant the careful attention of the prospector and the capitalist for the whole distance.

At Athabasca Landing natural gas was struck by a government party who were boring for oil.

At Pelican Rapids, 120 miles below the Landing, a government party struck a heavy flow of gas and afterwards oil at about 800 feet. The flow of gas was so strong that they were compelled to abandon the well for the season. From the Pelican rapids northward for 200 miles along the Athabasca are unmistakable indications of petroleum, the tar coming out of the banks for the greater part of that distance.

At Fort Chipewyan on Lake Athabasca, 528 miles from Edmonton, the western extension of the Laurentian formation in which the Rainy river and Lake of the Woods gold mines are situated, is reached. The north shore of Lake Athabasca is entirely in this formation and offers good inducements for prospectors, as it is easily reached. From Chipewyan northward the waters of the Mackenzie form the westerly boundary of the Laurentian formation. At its mouth the Mackenzie constitutes the dividing line between the gold bearing Laurentian range of the east and the gold range of the Pacific coast, which extends practically unbroken from the United States boundary to the Arctic ocean.

A short distance below Fort Smith on Salt river, which puts into Great Slave river from the west are vast deposits of pure salt from salt springs. These salt deposits supply all the salt used in the Mackenzie region, no preparation being required.

On Great Slave lake, near its western extremity, are petroleum tar, and sulphur springs.

The eastern and northern arms of Great Slave lake extend into the Laurentian formation and samples of quartz brought last summer from the shores and inland of this lake were rich in gold. This lake is nearly as large as Lake Huron, and is so easily accessible for machinery and supplies as to offer special advantages for the development of its numerous quartz reefs.

The Liard river, which is the second great tributary of the Mackenzie on the west, heads in several branches in the gold range which lies west of the Rockies. The Dease, upon which the celebrated Cassiar diggings are situated, is its most southerly branch. The main or middle stream has never been fully prospected in its upper part, but is reported to be very rich in both quartz and placer; the northern branch called the Frances, which interlocks with the Pelly, the main stream of the Yukon, to which it gives access by the overland route, is also reported by Prof. Dawson to be rich in placer and giving excellent indications in quartz. The Liard river was the route by which the Hudson's Bay Company first pushed trade into the Yukon, and established Fort Selkirk at the junction of the Pelly and the Lewes. As already stated this route can be taken in boats from Fort Simpson, but it is a very long distance up stream, and about 40 miles of the river above the mouth of the Nelson is very difficult. There are also two short portages, one of four miles and one of two miles, besides five short ones, before reaching the Frances. However, determined men who are good boat men can make it, with suitable boats carrying about 1,500 pounds to the man.

North of Fort Simpson at the mouth of the Liard, the Mackenzie receives a number of minor tributaries from the west, which unquestionably head near, if they do not interlock with the sources of the Pelly, the Macmillan and the Stewart. If it be true that the gold comes from the heads of the streams, the head of the gold in the Yukon is nearer the main stream of the Mackenzie than the main stream of the Yukon, and possibly can be reached more easily up these minor tributaries of the Mackenzie. It is well known that Indians travel from the head waters of the Yukon to the Hudson's Bay posts on the Mackenzie, but no definite information is available as to the nature of the routes beyond those by way of the Liard and the Peel.

Peel river is the third large westerly tributary of the Mackenzie, the others being the Peace and Liard. It is half a mile wide at Fort Macpherson, 16 miles above its junction with the Mackenzie, and beyond about 60 miles above Fort Macpherson it is absolutely unexplored. Having such an immense volume of water it must drain a large area and interlock with the sources of the Yukon, as does the Liard. Ogilvie reports that when travelling from the head of a small tributary of the Yukon called the Tat-on-du to the head of the Porcupine, he crossed the head waters of a branch of the Peel river. This was within 30 or 40 miles of the main stream of the Yukon and not more than 100 miles from Dawson City. This being the case there is every reason to expect to find as good bar mining on the upper branches of the Peel as on the Yukon, and that the Peel offers as direct a route to the rich placers of the central Yukon region as does the Yukon itself. The difference in the cost of supplies laid down on the Peel by the Mackenzie down stream route and on the Klondike by the Yukon up stream route need only be mentioned to be understood.

In his recent lecture on the Yukon in Victoria, Ogilvie mentions that Harper and McQuestion, the Scotch English traders to establish themselves in the Yukon besides the Hudson's Bay Company, and who built Fort Reliance near the site of Dawson City, went into the Yukon from the Omicami mines on the Peace river by the Mackenzie river route. They were miners, and prospected on the way. They told Mr. Ogilvie that on the Peel they found fair prospects, but as they were on their way to the Yukon they did not delay to prospect extensively on that river, and indeed only saw it near its junction with the Mackenzie.

The Porcupine, or north branch of the Yukon, which forms part of the Mackenzie route, has never been prospected seriously. Harper and McQuestion found colors on it. This river as well as the Peel, rises within 100 miles of Dawson. After a northerly course which brings it within 100 miles of the Mackenzie it turns sharply southwestward. Rising as it does within a comparatively short distance of Forty-mile and Klondike there is every probability that in its upper part, if not in its lower, it would pay for the attention of the prospector.

Taken altogether there is no like area in the known world so easily accessible which offers equal possibilities to the prospector or the investor as the country along the Mackenzie route to the Yukon.

It is worthy of mention that United States whaling vessels operate in the Arctic ocean, and winter at Herschel island, 80 miles west of the mouth of the Mackenzie. Several travellers have taken passage on these vessels out to civilization.

East of the mouth of the Mackenzie the Coppermine river, which rises in the Laurentian range east of the Mackenzie, empties into the Arctic ocean. This river is named from the amount of copper which is found on its banks. Lead is also found in the same locality, and it is quite possible that gold exists in conjunction with the copper or the lead, or perhaps with both. While it is possible that the copper or gold would not pay to work alone, it is also possible that gold might exist in conjunction in paying quantities.

One hundred and twenty persons have left Edmonton for the Yukon this season by the Mackenzie route.

COMPARATIVE COST OF TRIP.

The following is a statement of the probable cost per man of a trip to the Yukon by the Mackenzie route with two years supplies, weighing 2,500 pounds, two men to a boat:

Half cost of boat,	\$ 75 00
Half cost of guides and help,	50 00
Food, clothing and hardware for first year as per list of prices elsewhere,	200 00
Provisions for second year,	80 00
Sundries for second year,	20 00

Total cost of two years supplies, weighing 2,500 pounds, landed at Port Yukon by three months work, \$425 00

Cost of passage from Victoria to Dawson by river steamer \$150, without a pound of supplies.

Cost of packing 2,500 pounds of supplies over Chilkoot and White passes, exclusive of passage, freight, cost of boat, etc., at 20c. a pound, at the lowest rate paid last season, \$500. At 50c. a pound, which was the standard rate of last season and will likely be the rate of the coming season, \$1,250.

Footwear - - -

We have received another shipment of Men's Arctic and Manitoba Overshoes, Gum Rubbers, German Sox, Ladies' Buttoned Overshoes, and the celebrated . . .

Alfred Dolge's Felt Shoes.

Blankets - - -

Have you seen our fine Aux Saxony, White, All- Wool Blankets for \$5.00 per pair. We also have a lot of those California Blankets that you hear everybody talking about, in White and Grey at 85c., \$1.00, \$1.15 and \$1.25 PER PAIR.

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